

# GRAIN DEALERS' JOURNAL

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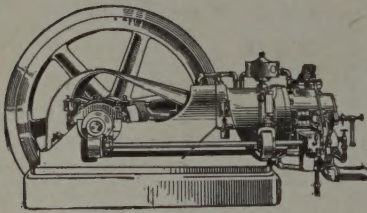
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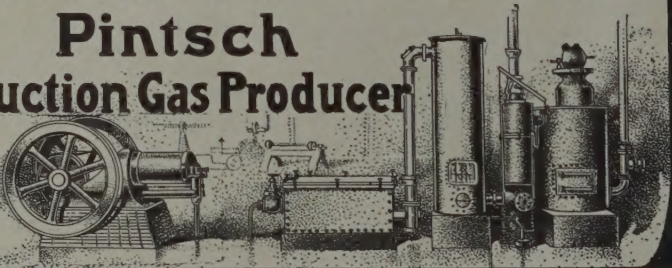
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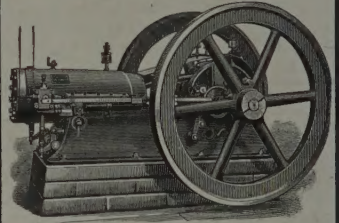
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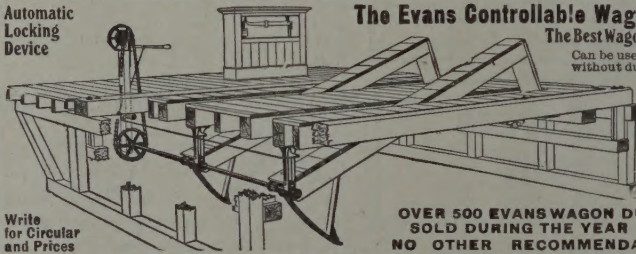
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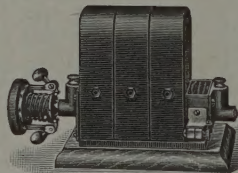
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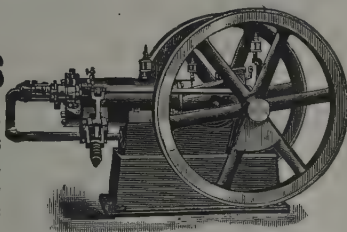


insure correct weights and a reliable and dependable power.

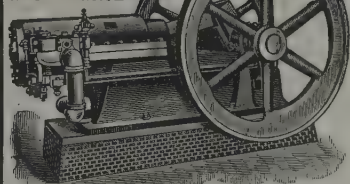
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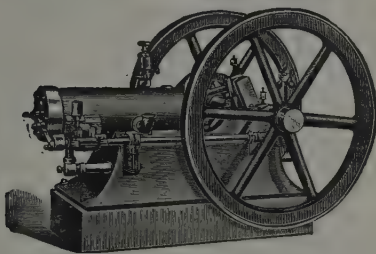


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Grain Elevator Machinery and Supplies

**C. D. Holbrook & Co.**

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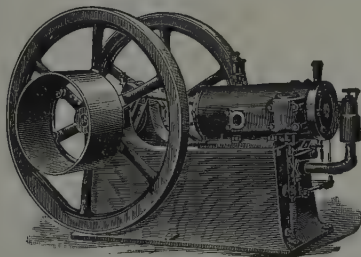
The Naugatuck News, Naugatuck, Conn., writing for supplies, incidentally remarks: "The engine has been a fine one, in fact the best investment we ever made." Surely a splendid tribute to pay to a piece of machinery. "Otto" design, "Otto" materials and "Otto" workmanship combine to make "Otto" excellence. "Otto" engines can never be "cheap" yet are always the CHEAPEST.



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STANDARD OF THE WORLD**

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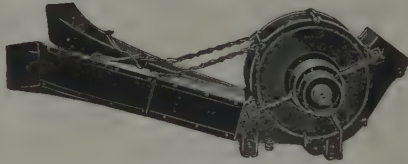
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Frankfort, Ind., Aug. 13, 1903.  
Maroa Mfg. Co.,  
Maroa, Ill.

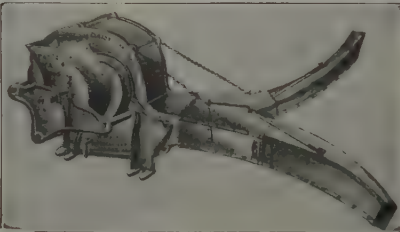
Gentlemen:—We herewith say that the three Boss Car Loaders you put in for us are working fine and we are perfectly satisfied with them, and only say we are sorry we did not put them in at our elevators sooner. Very respectfully,

OSBORNE, DILLEN & SELLARS.

That the loaders are entirely satisfactory is shown by the many letters from customers which we are publishing in this space. However, you do not have to take any one else's word for it, as we are glad to send them on trial and you can have one that way if you will write us for it.

**MAROA MFG. CO., Maroa, Ill.**

### The DAISY is Light Running and Improves the Grade



The letter from Mr. Mitchell is one among many we are daily receiving and all have a word of praise for the "Daisy" Car Loader. Why? Because it is the best and does just as we recommend. Sent on trial upon request.

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WELGE & LILLY:—

I have used your Daisy Grain Loader for about 4 months and I am perfectly satisfied with it, as I have got better grading on my grain since using it. I find it a light-running machine and just as you recommend it.

Yours truly,

J. D. MITCHELL.

**WELGE & LILLY, - Maroa, Ill.**

### Corn and Oat Tables

On Cards

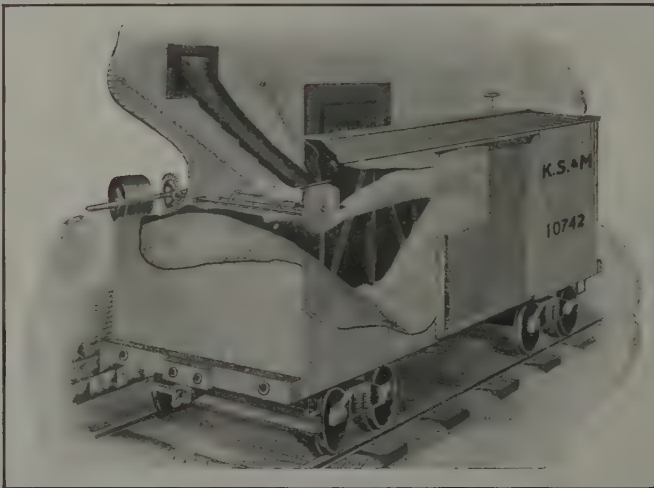
Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

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**O**UR Automatic Rotary Car Loader is the best on the market. The grain is discharged from both ends at the same time diagonally into the center of the car at a point near the roof, loading the car to its utmost capacity. One man quickly and easily places the loader in position. It requires but 3 H. P. to operate. Capacity from 30 to 50 bushels per minute. Can be used at one or more loading places as desired.

Complete machine, including counter-shaft with tight and loose pulley. . . **\$55.00**

Each and Every Machine Fully Guaranteed.

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E. F. SCHROEDER,

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Crown Point, Ind.

"The Car Loader works to perfection, am well pleased with same."

JOHN J. WALKER,

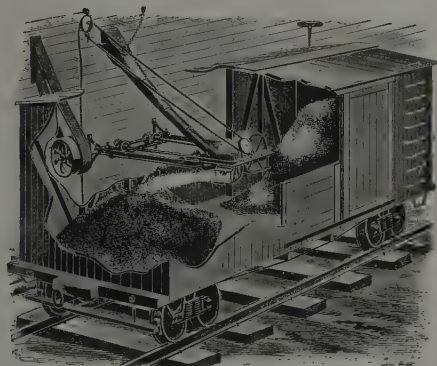
Feb. 14, 1906.

Riga, Mich.

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Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

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An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

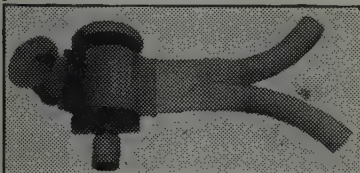
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(Patented July 23, 1906)

NOTHING TO GET OUT OF ORDER

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**The Groves Grain Loader Co.**  
HARTFORD CITY, IND.

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Is the engine for the grain man because it gives him power that he can absolutely depend upon—the power is always there when he wants it, as long as he wants it, for every requirement.

An I. H. C. gasoline engine not only furnishes the most dependable power, but the most economical power as well.

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It takes less time and trouble to run an I. H. C. engine than any other because it is more simply constructed than others. There are no complicated parts to put the whole mechanism on a strike.

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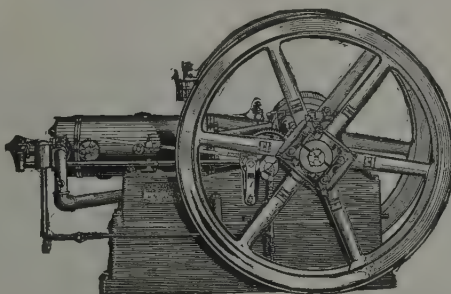
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The corn crop is reported to be in good condition and promises to be a record breaker.



To handle this crop to best advantage you will need a Victor Corn Sheller and a Cornwall Corn Cleaner. Both machines are standard and leaders of their class. For efficiency, capacity, strength and durability they have no equal. They possess valuable features possessed by no other shellers and cleaners.

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Recently completed for the Lake Shore and  
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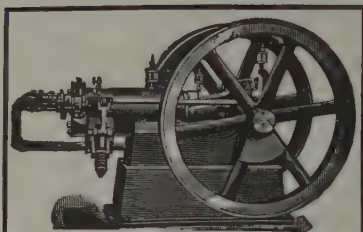
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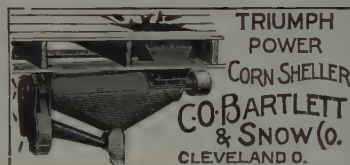
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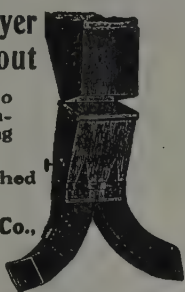
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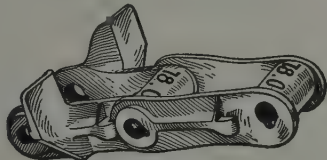
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GRAIN DEALERS JOURNAL.  
CHICAGO, ILL.

## JUST SO SOON

As you begin sending us your orders for Mill and Elevator Machinery just that soon will you begin to get the best there is in these lines. The great efficiency and unfailing reliability of our goods are being proven every day by strenuous service in hundreds of Mills and Elevators. You'll profit by investigating.

## TRY US ONCE

On Roll-Corrugating and Grinding and we hazard a guess that you'll never afterwards allow anyone else to do it. That's because we do it just right and our charges are most reasonable.

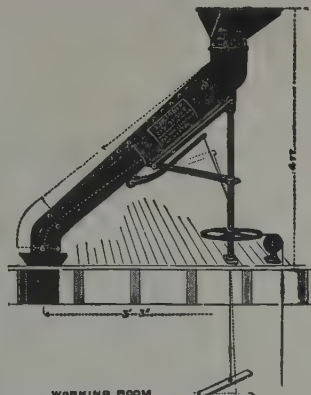
## THE STRONG-SCOTT MFG. COMPANY

Formerly Strong & Northway Mfg. Co.

N. W. Agents The Invincible Grain Cleaners, Richardson Automatic Scales, Alsop Process Co., Defour Bolting Cloth and Knickerbocker Dust Collectors.

MINNEAPOLIS, - - MINN.

## ORDER THE No. 2



## GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

## Buffalo Grain Testers

### INDICATE

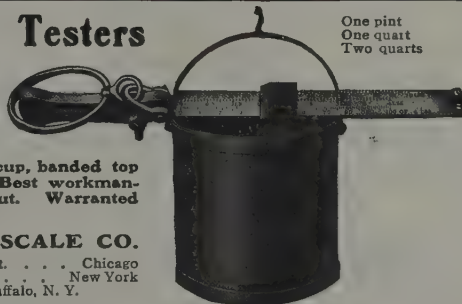
- 1st The number of pounds a sample will weigh to the bushel
- 2d The exact weight of the sample
- 3d The per cent of loss after cleaning



Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard

BUFFALO SCALE CO.

249 So. Jefferson St. . . . Chicago  
122 Liberty St. . . . New York  
Works Buffalo, N. Y.



One pint  
One quart  
Two quarts

## STUDY THIS CUT

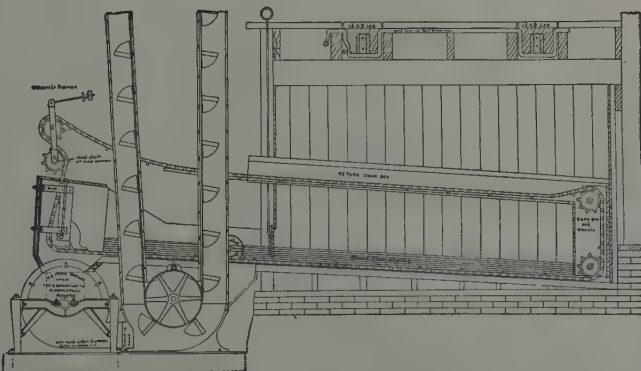
and see how such an outfit would save you space, time and money.

Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to V. S. Corn Sheller and stand of elevators, in front of which is Kick-off, Fig. 8, making it possible to elevate ear corn also.

THE BEST IS THE CHEAPEST

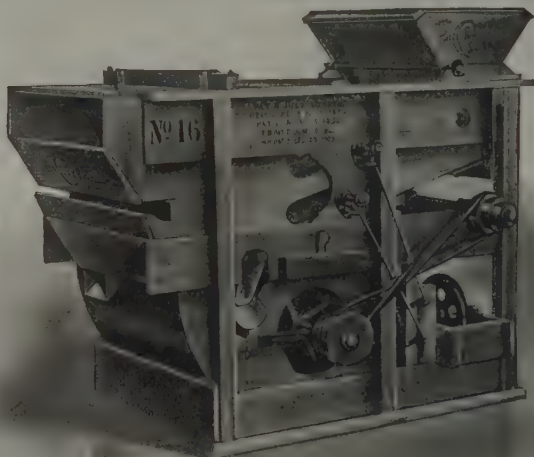
Write before buying elsewhere

B. S. CONSTANT CO., Bloomington, Ill.



## BUYERS of CLOVER SEED !

Do you ever receive Clover Seed containing Buckhorn or plantain? If so, you will be interested in the No. 16 "Clipper" Cleaner. This is the only machine ever made with Traveling Brushes on the screens at such an extremely low price. Its equal for preparing clover seed for market has never been produced. The



No. 16 Cleaner equipped with our Special Air Controller and with the proper screens will remove 97% of the buckhorn and plantain and all of the other foul seeds from your clover. The importance of our Traveling Brushes and Air Controller cannot be overestimated. Our cleaner equipped with these attachments is a necessity to the dealer who expects to ship seed that will grade as prime.

Write for catalog giving full description.

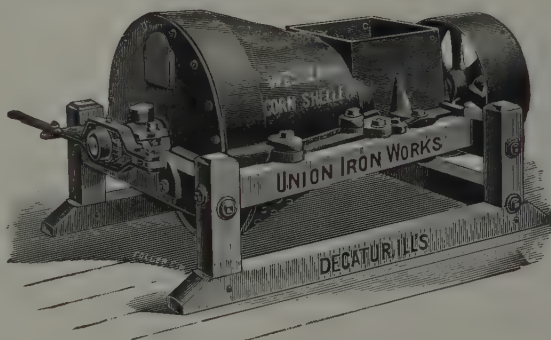
**A.T. Ferrell & Co.**  
Saginaw, W. S., Mich.

## "Western" Warehouse Shellers and Cleaners

Manufactured Exclusively by

**UNION IRON WORKS**

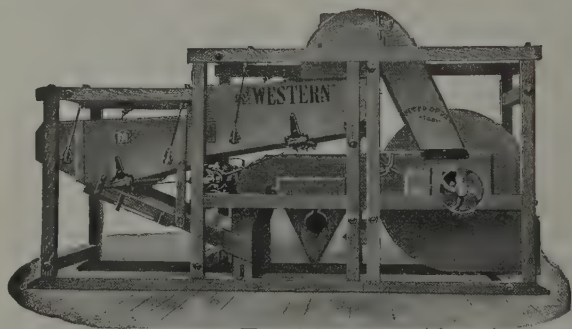
DECATUR, ILL.



WE MAKE A SPECIALTY OF

## Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :



WRITE FOR CATALOG AND PRICES

Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.



# AIR DRIED GRAIN

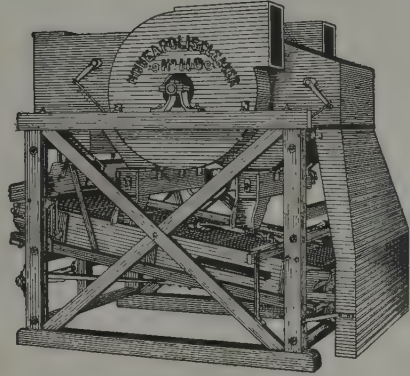
(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

## "Ellis Grain Drier"

Macdonald Engineering Co.  
Sole Manufacturers  
549-553 Monadnock Building, Chicago

# Combination Cleaner Grain or Flax 2 MACHINES IN 1



By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

**J. L. OWENS COMPANY**  
615 Superior St., Minneapolis, Minn.

# Purify Your Grain With a Caldwell-Barr Purifying System

In the last issue of the Grain Dealers Journal we asked you **why you had not purchased a purifier**, tried to convince you that you were standing in your own light by failing to do so, and handling any off grade grain at a disadvantage. Our faith in the good sense of grain men is not in vain for already we feel the *new pulse beat* in the way of orders and inquiries.

Because of this we are agreeably obliged to delay the using of the old expression "Oh, Lord, How Long." Keep your letters of inquiry coming, or come and see us, it will pay you.

ADDRESS:

**CALDWELL & BARR**  
EARL PARK, INDIANA

## ELEVATORS FOR SALE.

**ELEVATOR** on S. E. Iowa, for sale on lease or outright. Address: Sam Van Buren & Sons, Journal, Chicago.

**WHEAT ELEVATOR** for sale in good condition and well equipped. Address: The United States Grain Co., Chicago, Ill.

**FOR SALE—ELEVATORS AND MILLS** at the Hard Winter Wheat belt. Address: The Cumber Bookkeeping Co., Winona, Kans.

**ELEVATORS FOR SALE** in corn belt in Illinois and Indiana. All worth the money asked. Address: James M. Maguire, Columbus, Ind.

**ELEVATOR** and lumber yard in operation for sale. Good reason for selling. Address: J. S. C. Box 4, Grain Dealers Journal, Chicago, Ill.

**MINNESOTA ELEVATORS** for sale. Three desirable elevators situated on the same tract in central Minnesota. Address: Barker, Box 12, Grain Dealers Journal, Chicago, Ill.

**UP TO DATE** 10,000 bu. elevator in Eastern Iowa. Modern scales, elevating engine. Handling capacity 100,000 bushels. Address: Box 12, Grain Dealers Journal, Chicago, Ill.

**SMALL ELEVATOR**, good condition, well equipped for business. Address: J. S. C. Box 4, Grain Dealers Journal, Chicago, Ill.

**25,000 bu. grain elevator** for sale; 5 h.p. Farmville, gasoline engine, set in brick building. Address: J. S. C. Box 4, Grain Dealers Journal, Chicago, Ill.

**GOOD ELEVATOR** for sale, 10,000 bushels capacity, 2 pumps, 1 h.p. gas engine. Mill feed, seeds, salt and good oil business. Good location. B. C. Bell, Geneva, Franklin Co., Iowa.

**CENTRAL IOWA elevator** for sale at a bargain; a good elevator; owned by non-resident. Will sell for \$3,000, one-half cash. An unusual bargain. Iowa Mill & Elevator Builders, Independence, Iowa.

**ONE** of the best elevators in N. E. Iowa for sale. In good wheat and corn territory; good corn prospects. This is a money making business. Address: T. J. C. Box 4, Grain Dealers Journal, Chicago, Ill.

**FOUR ELEVATORS** located on the west in Northwestern Iowa and Southwestern Minnesota for sale. Doing a good business; good soil; business crops; water power. Address: Lord, Box 415, Adrian, Minn.

**WE HAVE** a line of 6 elevators in South Central Iowa, of which we will sell one of the 6 to you for the power. Three of them are at the Pan Handle and three at Big Four. Address: Harding Mill & Grain Co., Shelbyville, Ind.

**ELEVATOR FOR SALE** in good condition and well equipped. Address: J. S. C. Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Good elevator on the line of C. & M. & W. R. R. at Woodward, Iowa. All in good working order and doing good business. Reason for selling, change of owner. Inquiring terms will be named. Address: Thos. Holmes, Stuart, Ia.

## ELEVATORS FOR SALE.

**ELEVATOR** and coal business in S. E. Wisconsin on B. & N. R. R. for sale. 15,000 bushels capacity; hopper scales; 42,000 lbs. gasoline engine. All in good order. Good business. Address: Sam Van Buren & Sons, Journal, Chicago, Ill.

**FOR SALE**—A new space for sale for coal and business. All the story business with tract of land and well equipped feeding plants. It is situated in good town in Southwestern Minn. Address: Box 12, Grain Dealers Journal, Chicago, Ill.

**GOOD ELEVATOR** and residence for sale. Reason for selling, 1 pump, 1 h.p. gas engine. In good grain country. The owner is leaving the country. Address: Barker, Box 12, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—A line of two elevators in best grain section of Kansas along the line of Missouri Pacific. First at least owner desired to retire or expand at nearby. Immediate answer. Address: Barker, Box 12, Grain Dealers Journal, Chicago, Ill.

**SOMETHING** good for grain sale. Two elevators, one elevator, good house, good grain, good soil, good water, good location. Reason for selling, 1 pump, 1 h.p. gas engine. In good grain country. The owner is leaving the country. Address: Barker, Box 12, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—35,000-bushel elevator and good house, good soil, good water, good location. Reason for selling, 1 pump, 1 h.p. gas engine. In good grain country. The owner is leaving the country. Address: Barker, Box 12, Grain Dealers Journal, Chicago, Ill.

**GRAIN ELEVATOR** in Northwestern Iowa for sale. Modern scales, elevating engine, power, scales, cleaner, hopper scales will handle 150 to 175,000 bushels per year. Can feed and deliver material also handled. Address: Barker, Box 12, Grain Dealers Journal, Chicago, Ill.

**THAT** grain elevator in corn belt of Iowa for sale. Reason for selling, 1 pump, 1 h.p. gas engine. In good grain country. The owner is leaving the country. Address: Barker, Box 12, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE**. A young line of elevators including well equipped feeding house, in the corn and oil belt of Iowa. Also a few more houses in Western Iowa, Northern Minnesota and Eastern North Dakota. E. A. Wernick, Chamber of Commerce, Minneapolis, Minn.

**10,000 BU.** elevator and 75 bu. mill for sale, located at one of the best grain sections in S. Dak. on N. W. R. R. Elevator and mill built 4 yrs. ago. All new machinery. Handle 100 to 120,000 bu. Mill running steady year around. A good business. Reason for selling—new other business. Will consider \$10,000. E. A. Wernick, Chamber of Commerce, Minneapolis, Minn.

**ELEVATOR AND COAL** business in Iowa for sale. New building, well equipped with new and modern machinery, gasoline power, new ground and side track. Is a good earning business. Good reason for selling. If any other business were at it will be sold. Address: John, Box 12, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

By order of the United States District Court in and for the Eastern Division of the Northern District of Illinois, at Chicago, Illinois, entered on August 12th, 1906, in the matter of GEORGE S. McREYNOLDS, BANKRUPT, each of the following properties belonging to said estate will be sold to the highest bidder: **ELEVATOR "A," CHICAGO.**

All the shares of stock of the McReynolds Elevator Company, an Illinois Corporation, being 1,800 shares of the par value of \$100 each; capacity 1,500,000 bushels; located at Calumet River in South Chicago, subject to a bonded indebtedness of \$225,000.

**ELEVATOR "B," CHICAGO.** Capacity 1,000,000 bushels, situated at the corner of Wood and Rebecca Streets, Chicago, Illinois, no encumbrances. **ELEVATOR "C," EAST ST. LOUIS.**

All the shares of stock of the Southern Elevator Company, an Illinois Corporation, being 250 shares of the par value of \$100 each. The Southern Elevator Company owns the elevator at East St. Louis, Illinois, capacity 1,000,000 bushels. The lease expires for annual rental of \$9,000 and expires November 1st. The Southern Elevator Company is a public warehouse under the laws of Illinois.

Said bids for all or any of said properties must be filed with the Chicago Title & Trust Company Trustee, 100 Washington Street, Chicago, Illinois, on or before 12 o'clock A. M., September 17th, 1906, and will be presented in open court at 10 o'clock of said day to SIDNEY C. EASTMAN, Esquire, Referee in Bankruptcy, at his office, 905 Monmouth Building, Chicago, Illinois, for action.

A deposit of 10 per cent of the amount of the bid must accompany the bid.

For further particulars apply to **CHICAGO TITLE & TRUST COMPANY, Trustee,**

100 Washington Street, Chicago, **POTENTIAL FINE & HERSHUL,**

100 Monroe Street, Chicago, **ROBERT WILKINS & CO.,** 100 Washington Street, Chicago, **W. L. Lumber, Box 12, Chicago, Ill.**



## ELEVATORS FOR SALE.

**TWO ILLINOIS ELEVATORS** for sale within one hundred miles of Chicago that will handle 400,000 bushels annually; good money makers. Write at once to James M. Maguire, Campus, Ill.

**ELEVATORS FOR SALE:** We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

**FOR SALE** at a bargain. Owing to dissolving of partnership a fine 20,000 bushel elevator located in a good town of 6,000 population in Western Ohio is for sale cheap for cash. It is on the Lake Erie & Western Railroad, close to business center. A good coal and feed business in connection. Address Lock Box 700, St. Marys, Ohio.

**ELEVATOR FOR SALE,** 25,000 bushels, located in Randolph County, Eastern Indiana. Equipped with steam power, the best grain territory in Indiana. Good coal mines for handling coal. The prospects for use are too great to be estimated in this territory. Will sell at a bargain. Price, \$3,000. C. W. Younce & Son, Ridgeway, Ind.

**GOOD ELEVATOR** for sale in Ohio. It is the largest of two elevators and located in the best town and best section of the state. Elevator located in a good town to be transferred to a good money maker for the right price. A great opportunity to transfer a coal and oil business in connection. This property will be sold reasonable. Address Jim. Box 5, Grain Dealers Journal, Chicago.

**WANT A BARGAIN?** I offer for sale my 25,000 bushel Elevator located at Big L. It is in the best grain country and largest territory in the state of Ohio. It is well equipped and up to date in every respect. Steam power, two pumps, better boiler, having out space that holds two without smoking and passenger elevator. Long grain and side track. Doing a good business in grain, seeds, coal and oil. The investment business can be talked of desired. The largest coal mine running on this town was known. If you want a good business at a bargain in grain town in 25,000 people write to Eugene, Box 5, Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

**WRITE FOR** my list of Ohio elevators. Aaron Smick, Denison, Ill.

**IF YOU** want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

## A PARTNER

### HELP or a POSITION.

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

## ELEVATORS WANTED.

**WANTED** to lease an elevator and coal yard doing a good business. Address Hoosier, Box 5, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR WANTED** for rent or in exchange for good improved farm. Address Pennington, Box 5, Union Station, Journal, Chicago, Ill.

**SEVERAL** up to date elevators wanted that handle over one hundred thousand bushels per year, in S. D. or North-west Iowa. H. Wetzel & Co., 200 S. First St. West, Cedar Rapids, Iowa.

**ELEVATORS WANTED:** in western Iowa, southeast Dakota and Nebraska. Give particulars regarding competition and station receipts and kind of elevators. Address T. Box 10, Grain Dealers Journal, Chicago, Ill.

**ONE** or two elevators and coal business in Northern Iowa or Southern Minn. wanted. Give size and kind of elevators, competition, grain handled a year, lowest cash price and size of town. B. F. Midtown, So. Ansgar, Ia.

## SITUATIONS WANTED.

**SITUATION WANTED** as manager of a country grain business, with experience in grain and grain. Best references. Address H. M. E., Union, Ill.

**SITUATION WANTED** as manager of a country grain business, with experience in lumber and grain. Best references. Address A. L. V., Box 9, Grain Dealers Journal, Chicago, Ill.

**POSITIONS WANTED** — By all around grain man as bookkeeper or manager of grain business. Good accountant, sober, industrious and very ambitious. Give me a trial. Address Elmo, Box 12, Grain Dealers Journal, Chicago, Ill.

**COMPETENT MAN** wants position with elevator company to act as manager of country station. Appointed with planning machinery also have handled lumber and coal in connection with elevator. Best of references. D. A. Lawson, Carmel, Ind.

## MILLS FOR SALE.

**FOR SALE** 200 barrel mill and elevator in good southern Minnesota town for sale or trade for farming land. Time given if desired. Ward Milling Company, Farmington, Minn.

**UP TO DATE** feed mill in good farming country in Southern Minnesota for sale. All new machinery in first-class condition and a p. Farmhouse Standard gasoline engine. Also, in connection, a well equipped country elevator now handling grain, for lease. Season for selling, or lease partnership business. Address Box 205, Hudson, Mich.

**AN OPPORTUNITY** in secure a mill- ing plant. At a point on the North- Western Line near the Minnesota-South Dakota boundary is a mill having a capacity of 100 barrels of flour per day, having silver system, Corlies engine and generator with capacity for 1000 bushels. Descriptions as to this can be obtained by addressing the Industrial Department, C. & N. W. Ry., Chicago.

## PARTNERS WANTED.

\$5,000 to \$10,000 to be furnished by different partners, to take over of my mill and grain business. Should be practical business men and grain men. Mill 200 and capacity, newly equipped and modern machinery. Fine wheat and other crops. One partner being one of the greatest point of Illinois. Good people, largely German. A big chance seldom offered. Run a miller myself also have the best location. Will give every possible aid to the right people. H. H. Emmings, Soldon, Ill.

## HELP WANTED.

**MILLWRIGHT** wanted, who is capable of drawing plans and making blue prints for warehouses and elevators. The Flung Smith Co., Sidney, O.

**LADY STENOGRAPHER** of experience wanted. Must model graduate performed. State salary wanted. Address Chicago, Box 1, Grain Dealers Journal, Chicago.

## MAN WANTED.

Somewhere near Chicago is a man in a factory and selling products. He is a good person and willing to do any work possible. He is a good person and willing to do any work possible. He is a good person and willing to do any work possible.

## CO-OPERATIVE LAND CO.

CONNERSVILLE, INDIANA

## Magnificent Water Power Site for Flouring Mill.

We have a magnificent water power site for lease, will generate fifty to seventy-five horse power, the fall is about twenty-seven feet, and water never runs out. We keep up the power and all expenses for fuel, oil, water and the ground. The power is at Millon, Indiana, where having been a flouring mill, and a very good site, this is a very good site. The further information write to.

Connersville Hydraulic Co.  
Connersville, Indiana.

## WAGON LOAD GRAIN TABLES Eleventh Edition

These Grain Tables for weighing wheat and other grain are designed to facilitate the work of country grain dealers in weighing grain and in determining the number of bushels in a wagon load. They are printed and bound in a work of art.

These tables are a valuable and a profitable addition to the grain dealer's equipment. They are printed in a work of art and are a valuable addition to the grain dealer's equipment. They are printed in a work of art and are a valuable addition to the grain dealer's equipment.

Each table shows the number of bushels in a wagon load, and the number of bushels in a wagon load. They are printed in a work of art and are a valuable addition to the grain dealer's equipment. They are printed in a work of art and are a valuable addition to the grain dealer's equipment.

These tables are a valuable and a profitable addition to the grain dealer's equipment. They are printed in a work of art and are a valuable addition to the grain dealer's equipment. They are printed in a work of art and are a valuable addition to the grain dealer's equipment.

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GRAIN DEALERS JOURNAL  
255 La Salle Street : : Chicago, Ill.

## ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

OLDS gasoline engine for sale. Address C. A. Mungerson, R. F. D. No. 2, Grand Rapids, Mich.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

FOR SALE:—Good Webster, ten horse gasoline engine. Complete; run two years. A. J. Flatt, Leverett, Ill.

1 50 h. p. and several smaller gasoline engines in fine shape at bargains. J. R. Detweiler, 310 Dearborn st., Chicago, Ill.

FOR SALE, one 50 H.P. Slide Valve Engine, one 60 H.P. Automatic Engine; both in first-class condition. Rhinehart Smith, Sidney, Ohio.

FOR SALE—12 h. p. Webster gasoline engine, good condition. In the way, want to move it, write quick. Sam Finney, 58 Board of Trade, Chicago.

OLD'S GASOLINE ENGINE, 12 horse power, good condition, used short time, replacing with 50-horse power. Will sell cheap for cash. Smith Produce Company, Redfield, Iowa.

MATTHEWS-DAVIS engine for sale; 20 h. p., second hand. Taken out because of insufficient power. Only run 5 months. Address Hugh Matthews Machinery Co., Kansas City, Mo.

## ENGINES FOR SALE.

1-6 h. p. Fairbanks-Morse in good condition.

1-12 h. p. Advance in good operating condition.

1-20 h. p. Fairbanks in first class condition.

1-50 h. p. Foos almost new.

1-50 h. p. Fairbanks vertical almost new.

Brown & Varney,  
311 Main Street, Cincinnati, O.

## SECOND-HAND GASOLINE ENGINES FOR SALE.

1-2 h. p. Webster gasoline engine, complete on base, with water tank, electric spark and torch, had about 60 days' use in our machine shop.....\$65.00

1-3 h. p. Webster gasoline engine, set up on combined base, with water tank, with electric spark and torch; used about 3 months .....\$90.00

1-5 h. p. Foos gasoline engine all complete; cannot be told from new; was used a short time and replaced with a larger engine .....\$175.00

1-8 h. p. Webster gasoline engine, with electric spark and torch water tanks, oil tanks all complete; used one year; just as good as new .....\$200.00

1-12 h. p. Webster gasoline engine, all complete, in use 2 years, but in perfect condition .....\$250.00

1-14 h. p. Lambert gasoline engine, with battery and oil cups; in use about 3 years .....\$250.00

1-13 h. p. Foos gasoline engine, as good as new .....\$300.00

1-40 h. p. Foos gasoline engine, used 2 years, as good as new.....\$600.00

ALLEN P. ELY & CO.,

1110 Douglas St. Omaha, Neb.

## ENGINES FOR SALE.

IT PAYS to buy a good engine; assume no risks. We can furnish you new improved Witte engines at figures that suit. Write us for catalog. Address Witte Iron Works Company, 520 West 5th Street, Kansas City, Mo.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

## MISCELLANEOUS FOR SALE.

## GRAIN TESTERS.

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE—1 flax seed tester, 1 No. 1 Giant flax mill, 1 8,000 lb. Fairbanks hopper scale and hopper, 1 No. 00 end shaker and dustless grain separator, 1 20-h.p. steam engine. Address F. H. Hoerman, Washington, Kans.

## FOR SALE.

1 65-h.p. Atlas automatic steam engine.

1 80-h.p. boiler.

1 Dean hot water pump.

1 water heater with all connections.

The above machinery is in good condition and can be seen running. Will sell cheap. J. M. Hornung, Greensburg, Ind.

FOR SALE—One iron frame carpuller with 9"x20" capstan, 28"x12" driving pulley, 7"x4" pinion, with jaw clutch 28"x4", gear suitable for pulling eight or ten cars in a straight track. One No. 99 Barnard & Leas special elevator separator. Both of these machines for sale cheap for cash. Good as new. C. D. Stephens, Engineer, 960 Monadnock Bldg., Chicago, Ill.

## ENGINES AND BOILERS.

1-35 h. p. Atlas engine.

1-12' by 48" Atlas boiler, 48-3" flues, half arch front.

1-3x2x3 Snow duplex pump.

1-36" 6 groove sheave pulley, 7/8" rope, 2 15/16" bore.

All in good shape.

Remington Grain Co., Remington, Ind.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot band wheel; 25 inch face, 6 1/8" bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

## MACHINES FOR SALE.

BARNARD'S improved double screen corn cleaner for sale. Size No. 2, 500 to 700 bu. capacity. Thoroughly refitted; practically good as new. Low price. W. H. Caldwell, 304 Western Union Bldg., Chicago, Ill.

MILL MACHINERY for sale: We have converted a flour mill property into an ice plant and therefore have for sale a large amount of mill machinery at a bargain. Send for list. The Mt. Vernon Refrigerating Co., Mt. Vernon, Ohio.

## MACHINES WANTED.

GRAIN SEPARATOR wanted second hand, must be in good condition and have a capacity of 2 to 3,000 bus. per hour. H. P. Jensen, Dysart, Ia.

SECOND HAND improved Marseilles portable corn sheller wanted. Must be in good condition. Give full particulars. A. Moseley & Bro., Quanah, Texas.

## SCALES FOR SALE.

SCALES for elevators and mills; low-st prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

1 30,000 lbs. F. & M. hopper scale, new; also McLeod automatic, new—at bargains. Quick delivery. J. R. Detweiler, 310 Dearborn St., Chicago, Ill.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

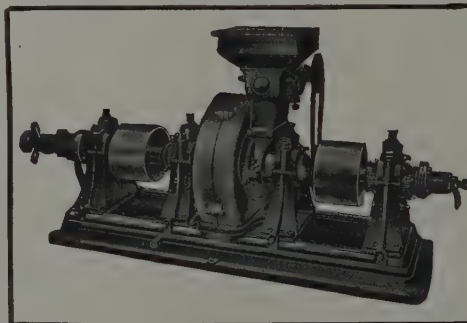
THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST.

Des Moines Scale & Mfg. Co.,  
Des Moines, Iowa.

AUTOMATIC SCALES for sale. One imported 2 bu. Palas in good order suitable for the head of a 400 bbl. mill; 2 Union grain bagging scales, 100 lbs. per discharge. These machines belong to our customers who have replaced them with Richardsons. Cheap. Smith & Smith, 1112 Rector Bldg. Chicago.



## Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

## Monarch Feed Mill

Let us prove it to you by sending you one on trial.

WRITE US

Sprout, Waldron & Co.

P. O. 260, Muncy, Pa.



## SEEDS FOR SALE.

WINTER wheat, 60 bushels per acre. Catalog and samples free. Salzer Seed Co., Box A. C., La Crosse, Wis.

SEED winter wheat and rye for sale. Send for price list and samples. J. B. Armstrong & Sons, Shenandoah, Ia.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

RECLEANED Fulso-Mediterranean seed wheat for sale at \$1 per bu.; yielded 51 bu. per acre 1906. Bags free. Fred L. Smock, R. R. 28, Southport, Ind.

CANADA PEAS, garden peas, marrowfat peas, garden beans, pigeon feed. Car loads and less. Let us know your requirements. Ogemaw Grain & Seed Co., West Branch, Mich.

FOR SALE:—5,000 bushels pure Georgia raised Bancroft red rust proof seed oats. These oats will produce 75 to 100 bushels to the acre. Ask for prices and samples. Dan Joseph Company, Columbus, Ga.

SEEDS. We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED, GRAIN, Etc. WRITE US. DO IT NOW. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO.

## GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

COUNTRY run turkey hard wheat and corn furnished on short notice. Address A. R. Clark Grain Co., Wichita, Kan.

DURUM WHEAT test 60 to 66 lbs. for sale. Send for samples. The Ady & Crowe Mercantile Co., 1900 Fifteenth St., Denver, Colo.

GOOD POULTRY WHEAT for sale, guaranteed absolutely free burned grains. Tributary Eastern and New England States. Address Results, Box 3, Grain Dealers Journal, Chicago, Ill.

## SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

## SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**

OF CHICAGO.  
COSTS 15 CENTS PER LINE.

## GRAIN WANTED.

WANTED, light weight mixed or black Oats, 27 to 28 lbs. to bushel. The Tietjen Grocery Co., Savannah, Ga.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WANTED—Shippers of grain and hay to quote us. Consignments and correspondence solicited. Doss-Hawkins Grain Co., Nashville, Tenn.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

## SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

## BAGS FOR SALE.

BURLAP BAGS — ANY SIZE—MADE TO ORDER. SECOND HAND BAGS A SPECIALTY. William Ross & Co., 59 So. Water St., Chicago.

## BAGS FOR RENT.

GRAIN BAGS FOR HIRE. From 100 to 100,000. For terms write Foell & Co., 123 Market St., St. Louis, Mo.

## POPCORN WANTED.

POP CORN WANTED. Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

## 2nd HAND BAGS WANTED.

WILL buy any kind, any quantity, anywhere. I pay frt. Write for prices. Geo. T. King, Richmond, Va.

## HAY WANTED.

NO. 1 TIMOTHY HAY wanted, small bales, 75 to 80 lbs. average. The Tietjen Grocery Co., Savannah, Ga.

HAY AND STRAW wanted. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

No. 1 and No. 2 light pressed new hay wanted, on commission or purchase. Address Anderson & Co., No. 209 Chamber of Commerce, Boston, Mass.

WE WANT your shipments. It will pay you to send for our market report if you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## Wheat Tables

On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Grain Dealers Co.

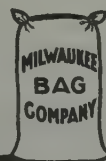
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## FROM MILL TO SACK

And then to a pleased customer. We make Bags of every description at reasonable prices. Write for estimates.

MILWAUKEE BAG CO., :: Milwaukee, Wis.



## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and  $\frac{50}{100}$  Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator.....

bus.

State.....

## The Ohio Corn Sheller

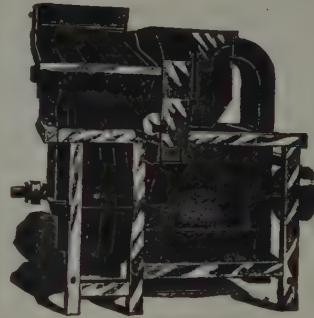
Is made for hard work. Will last a lifetime. Shells clean, does not crack the corn or break the cob. Will shell to its rated capacity. All you can ask of any sheller and more than you get from most shellers.



We can equip your new elevator complete from cupola to pit, and make prompt shipment too. Write us.

**The Philip Smith Co.**  
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## INVINCIBLE OAT CLIPPER



This is the way it earns money for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of Machine longer.
4. Less attention needed.
5. Better quality of work done.

*It excels all on these points.*

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

**Invincible Grain Cleaner Co.**

Silver Creek, N. Y.

Represented by

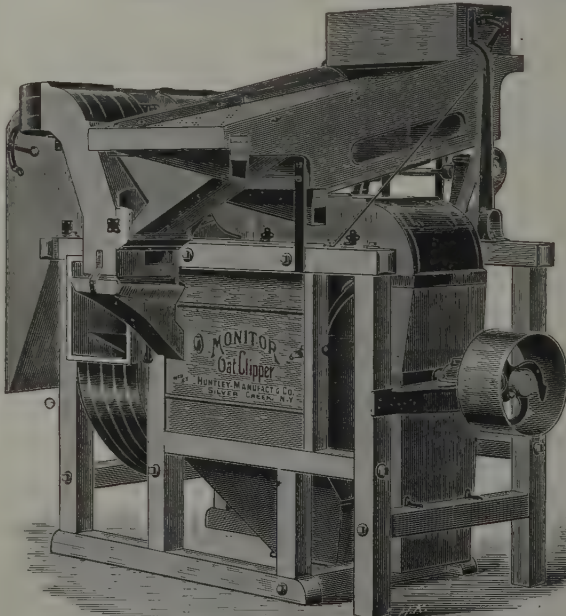
Geo. J. Noth, 501-502 Traders Bldg., Chicago, Ill., Phone Harrison 667.  
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.  
C. L. Hogle, Balchorne Block, Indianapolis, Ind.

N. W. Representatives

Strong & Northway Mfg. Co., Minneapolis, Minn.

## SUBJECTED TO FOUR DISTINCT SEPARATIONS

The Monitor Dustless Oat Clipper pictured herewith, is the most popular and satisfactory machine of its kind on the market today; this is attested to by the immense number of them that we have sold and which are in operation all over the country.



Monitor Dustless Oat Clipper.

### The Monitor Dustless Oat Clipper

subjects the oats to *four distinct* separations in the process—leaving them in the cleanest possible form. Users of grain cleaning machinery do not install machines as a matter of sentiment; they are put in as a matter of pure business and for that reason alone. That is why the Monitor Oat Clipper is so universally used—it has demonstrated its superiority over every other machine manufactured for a similar purpose.

The case is made of hardened iron, cast upon chills. The user is not only guaranteed a mechanically perfect machine, but one of extreme durability.

Made in 11 sizes with varying capacities and dimensions. Get our catalogue and examine the entire Monitor line. A card will bring it.

**HUNTLEY MFG. COMPANY,**  
SILVER CREEK, NEW YORK

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Berger-Carter Co., Pacific Coast Agents.  
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NEWSPAPER DIRECTORY

## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month  
by the

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CHARLES S. CLARK,  
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value of The Grain Dealers Journal as a medium  
for reaching the grain dealers and elevator  
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The character and number of advertisements  
in its columns tell of its worth. If you would  
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announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in  
the grain trade, news items and crop reports  
are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

CHICAGO, ILL., SEPTEMBER 10, 1906.

THE EASIEST road to success does not pass over the ruins of competitors.

A LARGE crop of corn is assured, but its price will be too high to cause the coal trust any annoyance.

SHIPPERS who can excuse or defend overdrafts against shipments shud make use of space in our department "Letters from Dealers." Their views will be perused by thousands of grain dealers with more than passing interest.

FARMERS who wish to borrow money in advance of the sale of their grain shud be sent to the banker who makes a business of lending at the legal rate. If their credit is not good at the bank you can not afford to advance without security.

BILL it "shippers order" and mail the consignee a clear and complete statement of the kind, grade and weight of grain, also route and rate of freight day of shipment. This will facilitate his finding a market for the grain even before it arrives.

MR. ELEVATION CHARGE will be placed on the Interstate Commerce Commission rack again next week and the popular opinion prevailing among grain dealers and railway officials is that the strain of publicity will prove too much for Charge. His complete extinction will be hailed with joy by nearly every grain dealer.

A MAN who would strike a match in a powder magazine would be foolhardy beyond question. Yet the elevator man who installs a gasoline engine on the working floor or in the basement of his elevator and uses a hot tube igniter should certainly be put in the same class.

BILLS OF LADING wud be forged less frequently if shippers and station agents guarded more carefully the blank bills and used ink in filling in and signing them. The careless manner in which they are handled shows that neither the shippers or the agents consider them of much consequence.

DURUM wheat is not likely to be exported in as large quantities as last year because Russia and Austria-Hungary promise to furnish more liberal supplies to the macaroni makers. However, the United States has a larger crop than ever, so the mixers may be able to secure it at a lower price than last year.

DRY FARMING promises to assist in the reclamation of vast areas of arid land in Colorado and other western states. Unexpected results have been attained this year in Colorado probably because the state has been favored with an unusual rainfall, but the champions of the new method are very confident as to future results regardless of moisture.

A KANSAS CITY receiver who has been in the grain business for many years writes, "In all our experience in the grain business, \$100 wud more than cover our losses from overdrafts, therefore we have never felt like dictating to our friends or even to requesting them to change their methods." So many receivers have complained of overdrafts it is a pleasing novelty to hear from one who refuses to complain.

THE POOR stand of corn along the C., B. & Q. R. R. in Nebraska can be traced directly to poor seed and to the use of kernels of different shapes and sizes. Some estimate the stand to be not over 70%, hence the yield will be reduced 30% by this one cause. The more earnestly grain dealers work to interest growers in the careful selection of good seed the sooner will the average yield per acre be materially increased.

THE DEALER who says that an elevator cannot be kept clean is the man who sits around the office all day when he should be connected with the bald-headed end of a broom. He is the man who tells the insurance inspector "We have had a heavy run for a week and couldn't clean up." Fifteen minutes a day of any able bodied man's time will keep an ordinary country elevator clean. Try it and make your place more attractive to possible customers and less inviting to weevil and other grain infesting insects.

WHEN placing a new roof on your elevator or power house bear in mind that fire insurance companies which make a specialty of grain elevators have found it necessary to add 25 cts. to the basis rate for a shingle roof on elevator or power house. Some elevator owners who were not insured have paid the price of a new plant for placing a shingle roof on their elevator. Locomotive sparks are too plentiful to permit the use of shingles.

DON'T build an elevator unless you put a man lift in it. The cost for installing one is comparatively nothing; yet as a time saver it is invaluable. You cannot expect an employe to give your interests the attention they deserve if he has to climb a dirty ladder or a dark stairs twenty times a day. Machinery should always be examined before the elevator is closed for the night, but it is not human nature for a man to interest himself in his employer if his employer pays no attention to him.

IN A TEST of a new grain car door at Ft. William, Ont., recently the door was opened, grain cleared away and door run to top of car out of way in just 45 seconds. With such doors in general use the receiving capacity of every terminal, transfer and cleaning elevator and the earning capacity of grain cars will be greatly increased. This door can not be nailed, but can be placed in position for holding in grain easily and quickly, so that loading grain also will be facilitated and expedited by the use of it. Altho this grain car door may not prove a complete success it will serve to impress engineers and inventors with the need of a door which will keep in the grain under the most trying conditions, yet economize time of car and elevator in loading and unloading. We are bound to have the improvement and the designer will be well paid for the use of his device.

COLORADO will harvest about 50,000 acres of durum wheat this year, which will yield 15 to 40 bus. to the acre, the marked variation in the yield being due to the difference in soil and method of culture. The millers of the state have not yet equipped their plants for grinding durum, hence the entire crop must be shipped out to find a market. Thru the intervention of Prof. W. H. Olin of the State Agricultural College last year's crop was marketed to advantage and at a good price. The tillers of arid districts have been so very successful in the production of durum wheat they are encouraged to continue their efforts in this line, hence the amount harvested is sure to be increased and the millers who are the first to prepare to grind it will reap the greatest profit. Some dealers are buying it for mixing with other hard wheats, but such a mixture is sure to make trouble for the miller and grief for the dealer who mixes it.

**TWO MORE BOYS SMOTHERED IN GRAIN:** George Marsh Jr., 8 yrs. old, in his father's elevator at Numa, Okla., and Charles Reed, 13 yrs. old, in E. C. Spitz's elevator at Sullivan, Ill. Can you afford to give boys the freedom of your elevator?

**DIRTY GRAIN** is very likely to heat and get out of condition in transit. The chances of deterioration during these trying days of poor shipping service are so great that every shipper will increase his cash receipts for the year by cleaning all grain before loading into car.

THE shipper who has no accurate record of each business transaction courts bankruptcy and insanity. It is much cheaper for a man to record each transaction on paper, as illness or death may wipe out all his records when he insists on carrying them in his head.

**HOLD YOUR WHEAT** agitators are again in the saddle and the farmers may be expected to suffer accordingly as they heed the advice. Promulgators of such recommendations are invariably prompted by selfish motives, else why shud they go to the trouble and expense of sending out any advice to growers. Why not send advice to inmates of the penitentiaries?

**TERMINAL** market grain inspectors are frequently charged with rigidly enforcing rules governing the grading of grain when inspecting in and with lenient enforcement when inspecting out. It is but natural that it shud be so as inspectors are more likely to be called for careless work in grading grain into a local elevator than into a car which soon will carry it far away.

**KANSAS CITY'S** Board of Trade has suspended W. T. Redmon from the Board for ninety days because of charges made by the Kansas Chief Grain Inspector, to the effect that Redmon had ten cars of wheat unloaded and inferior wheat substituted after the choice wheat had been inspected and weighed. The certificates issued on the good wheat were used in effecting settlement, but Mr. Redmon paid buyer \$1,000 to cover loss due to the substitution. The crime merited expulsion and surely grain shippers and buyers who are so fortunate as to learn the facts will place a double cross after the name of the W. T. Redmon Grain Co., on their lists.

#### FIVE INCENDIARY FIRES.

Iowa seems particularly unfortunate just at present in that it is cursed with a gang of fire-bugs who have succeeded in burning two grain elevators and setting fire to three others. The houses were located at Dysart, Vinton, Mt. Auburn and La Porte. Each of the fires extinguished in their incipency were found to have been started with oily waste taken from neighboring box cars and thrust under doors or thru windows.

The punishment for incendiarism has always been too light to serve as a deterrent to scoundrels bent on getting what

they are pleased to call revenge. These scoundrels seem to have a special spite against the owners of grain elevator property as the destruction of no other property was attempted.

Inasmuch as the desire to burn elevators has reached the fiery stage it would seem to behoove the grain elevator owners of that district, or for that matter of the entire state, to join hands in a determined effort to ferret out the offenders and see that the guilty ones are given the full punishment provided by the law.

#### THE RISE OF EVEN WEIGHT BAGS.

The grain trade of the Southeast, New England and all mountainous regions has long been conducted in bagged grain, but until quite recent years all bags have contained a varying weight of grain. With the advent of the successful automatic grain scale, the even weight bag has quickly gained recognition in the Southeast and Eastern states, but the Rocky mountain trade still clings to the old method of filling bags with a scoop, which insures every bag having a different weight, and wonders if the dealers of other sections find the automatic weighers satisfactory.

Bagging with an automatic scale is very much cheaper and far more satisfactory because dealers can depend upon its being done right. As soon as the retailer becomes acquainted with the many advantages of the even weight bag he will have no other and the jobber must provide it or lose all of his trade. Some retailers are even going to the extreme of insisting upon all grain being put up in one hundred weight packages because it is easier to compute the cost, freight and selling price.

#### THE CAR SHORTAGE.

The complaint of an Illinois shipper, published in "Letters from Dealers," this number, is but the reflection of a condition which seems to be common throughout the surplus grain districts of the West. Many shippers have been unable to fulfill their contracts because they are unable to obtain cars and some have been put to the necessity of turning farmers away because their elevator could accommodate no more grain. In other words they have been forced to suspend business, in addition to suffering the loss due to their inability to fulfill their contracts, all on account of rail carriers refusing to perform their plain duty.

It is unreasonable for rail carriers to expect the right of eminent domain when they fail repeatedly to perform the service for which they were chartered. The grain dealer is surrounded by his full portion of pitfalls, hence should not be required to stand frequent heavy losses due to depreciation in the value of his grain, because carrier fails to furnish cars to forward it to market. However, would-be grain shippers must expect existing

conditions to continue until they use their powerful influence to bring about improved shipping conditions.

Make known your handicap to all the freight officials of your road, to the railroad commission and to your fellow dealers. Agitate the subject. Let us have your views and persistently continue to stir up the sleepy old railroad officials who seem to be content to try to do today's business with facilities equal only to the country's business of fifty years ago. Do it now and bring your business nearer to the shipping accommodations which it needs.

#### -WORKING TO ESTABLISH UNIFORM STANDARDS.

At the last meeting of the Grain Dealers National Ass'n the following resolution was adopted:

Resolved, That the Grain Dealers National Association believes that standards of grain inspection should be as stable as the currency and as uniformly accepted.

To accomplish this, it is necessary to have an absolutely uniform standard of inspection, both in phraseology and in fact.

To accomplish this end, we recommend that each market, having public inspection, be requested to name a delegate, such delegates to meet as soon as possible to make recommendations to all exchanges for a uniform standard as above stated.

In compliance with the resolution the Ass'n is now asking the various commercial exchanges to appoint delegates to a conference for the purpose of recommending uniform standards of inspection both in phraseology and in fact. As soon as the delegates are appointed they will be called to order at some central point.

The trade is far from being satisfied with the old indefinite rules and the vacillating inspectors and it is gratifying to know that the National Ass'n is determined to keep up the agitation until modern rules and methods are adopted. The grain trade is greatly in need of an improvement which will place its transactions in line with twentieth century methods in vogue in other branches of business, but much agitation and work seems to be necessary to attain even a glimpse of it.

The grain trade will be cursed with varying interpretations of the rules and amazing variations in gradings so long as it permits the use of rules filled with indefinite terms and tolerates the grading by guess methods inaugurated by pioneers in the work sixty years ago.

The possibility of reducing the grading of grain to an exact science has been pointed out repeatedly in these columns and the Department of Agriculture will soon do this very thing for foreign buyers who desire it.

**PURE SEED** wheat specials are being run by the Santa Fe and the Union Pacific Rys. in Kansas, the lectures being delivered by professors of the State Experiment Station. Iowa is just beginning to reap the benefits of its long agitation for careful selection of seed and better cultivation, hence it is time every other state was profiting by its good example.



## MUST SHIPPERS ALLOW ANYTHING FOR NATURAL SHRINKAGE?

For several years past western roads whose freight is made up largely of grain, have been making an obstinate fight to establish their right, in settling claims for shortages in shipments, to force an allowance of  $\frac{1}{2}$  of 1 per cent to cover what they are pleased to call "natural shrinkage".

The Iowa Ass'n, recognizing the rank injustice of this claim, adopted a strong resolution at its last meeting, denouncing the claim for such allowance as unwarranted and unjustifiable, and protested against the deduction of any such amount. The Ass'n further resolved that if there could be a reasonable charge for the natural shrinkage, it should in no case exceed  $\frac{1}{4}$  of 1 per cent. Recently Secy. Wells has succeeded in inducing the Rock Island to reduce its deductions for natural shrinkage to  $\frac{1}{4}$  of 1 per cent. The Ass'n shud now settle down to securing the rigid enforcement of the new Interstate Commerce Law, which provides in no uncertain terms that the carrier shall be liable for any loss, damage or injury to property, as is shown by the following, quoted from the new law:

Any common carrier, railroad, or transportation company receiving property for transportation from a point in one State to a point in another State shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it or any common carrier, railroad, or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contracts, receipt, rule, or regulation shall exempt such common carrier, railroad, or transportation company from the liability thereby imposed.

An Illinois grain firm, whose query is published in this number, has recently had an experience wherein it suffered a loss of six bushels, as the direct result of rough handling on the part of the carrier's employees. Now the carrier seeks to escape payment of the loss by demanding the allowance of  $\frac{1}{2}$  of 1 per cent for natural shrinkage.

If railroad companies will furnish facilities for transporting grain, which the enormous tonnage offered would warrant them in doing, then will there be no occasion for their asking any shipper to stand a deduction for natural shrinkage, because there will be none and the amount loaded into each car at initial point will be delivered at destination in full. To grant an allowance for what the railroads call a "Natural shrinkage" is but to encourage them in the use of old, worn-out cars which are unfit to transport grain and cannot be expected to deliver at destination the full amount received.

If shippers are ever to have better cars for the transportation of their grain they must insist on carrier's making good the smallest loss, for it alone is responsible for failure to deliver the full amount of grain received at destination.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### UNREASONABLE PROFIT INVITES CO-OPERATIVE COMPETITION.

*Grain Dealers Journal:* Had the owners of line elevators been willing to take and be satisfied with a reasonable profit there would be no complaint from the farmer. There would not be a farmers co-operative grain ass'n, as there is here and at many other places in this state.

I have been here since 1891 and I have seen line elevator owners who commenced in the grain business since that time with less than \$1,000 between them become worth their thousands. The farmers got tired of it, and we are shipping our grain. At first we scooped it; now we have a new elevator. We know how much more we get for our grain than when we sold to these line elevator companies.—W. R. Essick, Manley, Neb.

### ATTACH CERTIFICATES TO INVOICES INSTEAD OF DRAFTS.

*Grain Dealers Journal:* Referring to methods of doing business in the west as published in the Journal by A. Sufferer & Co., we would like to join the movement. Everything this gentleman says on page 157 of Aug. 10 issue is correct as regards country shipments, and we would state further that a large number of items shown are equally as applicable to shippers from large markets.

We contend that all large shippers should attach weight certificates and inspection papers to invoices instead of drafts, so as to give the buyer time to check them up before paying the draft; which we can't do if they are attached to drafts. This is especially true where large buyers are located in large cities some distances from the bank on the suburbs.—Adams Grain & Prov. Co., Richmond, Va.

### MORE CARE TO BILLING.

*Grain Dealers Journal:* It is seldom we see an article so bristling full of suggestions of so much value and importance to facilitate the handling of grain and hay as we see in the Journal for Aug. 10, page 157, under the head, "Asks Shippers to Give More Care to Billing."

Careless billing is one of the greatest faults we have to contend with, and yet so easily corrected.

If shippers would just stop to think for a moment what they would do should receivers of the country make drafts on them without giving advice of the contents of the cars and with under-weight often on the Bs/L.

The day has passed where there is anything to be gained by under billings and the sooner all dealers accept the situation and bill at the actual weights and give advices of the same the better it will be. It will greatly facilitate the handling of the car load business. Yours respectfully, Whitcomb & Root, Cincinnati, O.

### WORST KIND OF SCOOPERS.

*Grain Dealers Journal:* The worst form of scoop shovelers we have to contend with is the fellows who come into town in pairs. One of them stays in town to get his bearings and watch for the farmers as they come in, while the other one goes out into the country and calls on the farmers. He offers them about 3 cents a bushel more for their grain than the local dealers can pay.

They claim they want to buy a few cars of oats and corn for their own use for feed. We offer them a car or two of grain which will cost them less than what they bid the farmers, but they refuse to buy from the local dealers or have anything to do with us. They get smart, so we two dealers get our heads together and get smarter than they. We go a cent above every bid they make, no difference what they bid, then we watch for the farmer whose grain they have contracted and bid that away from them, so with car demurrage and getting the worst of it all around they soon give up the job and leave town. Whenever any of the above gentleman shows up we will send you their names. Respectfully, G. G. Rockwell, North Baltimore, O.

### MAKING CONVERTS TO THE CAUSE OF RECIPROCAL DEMURRAGE.

*Grain Dealers Journal:* Would-be shippers have been complaining so bitterly of their inability to obtain cars needed to forward their grain to market that some of the railroads have issued circulars in which they attempt to justify the present shortage of cars, but of course this does not ameliorate the condition or assist would-be shippers in filling their contracts.

A. E. Rodenbeck has 10,000 bushels of grain at Hartsburg, Ill., on the I. C., which he sold some time ago for shipment. His time expired Sept. 1. For over two weeks he has had eight cars ordered, yet not one has been given him. As the result of carrier's inability to furnish shipping facilities for transporting freight, as it agreed to do when right of way was granted it, Mr. Rodenbeck will lose several hundred dollars, as his sale will surely be cancelled.

G. H. Hubbard has in his elevator on the I. C., at Narita, 40,000 bushels of corn, all of which has been sold for August delivery. He has been making an earnest effort to obtain cars, but has not been given one for ten days. He will lose at least \$600 by this dereliction on the part of the railroad company.

There is no excuse in railroads being unable to supply cars now. Their old stock excuse that the grain men expect them to handle the entire crop in 30 days is worn out and will not work any more.

If a station handles 300,000 bushels of grain a year, or an average of 25,000 bushels a month, the carrier should provide sufficient rolling stock to supply it with at least 25 cars monthly. If they fail to furnish the shipping facilities needed at the station then they should be required to pay demurrage on every carload of grain for which they fail to furnish transportation.

Grain shippers should not be required to speculate on their ability to obtain shipping facilities as well as to speculate on their ability to market their grain at a profit. But better service cannot be expected until shippers work together and influence railroad commissions to do their plain duty. Yours for Better Car Service, G. J. S.

A farmer sold a load of wheat  
And bought of boards three thousand feet.  
In eight short years he came again  
To buy some boards and sell some grain.  
But, when he heard of boards the price,  
He said some things that were not nice.  
—American Lumberman.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### WHERE TO BUY OYSTER SHELLS?

*Grain Dealers Journal:* Can the readers of the Journal name a firm of whom we can buy oyster shells in car lots?—Berne Grain & Hay Co., Berne, Ind.

### ADDRESS OF PORTABLE DUMP MANUFACTURER?

*Grain Dealers Journal:* I would like to have the address of a firm who make portable wagon dumps.—Axel White, Broughton, O.

### DRUG TO DESTROY WEEVIL?

*Grain Dealers Journal:* A few years ago a notice appeared in the Grain Dealers Journal giving the names of some drugs to be used to destroy weevils. No one of us remembers the names then given. Will the Journal please give the names of the drug?—X Grain & Elevator Co.

*Ans.:* Bisulfid of carbon is the drug generally used to rid grain elevators of weevil. A special grade for this purpose is supplied under the name of "Fuma."

### MEASURING POWER OF GASOLINE ENGINE?

*Grain Dealers Journal.* I have recently installed a 15-h. p. gasoline engine to run the machinery in my elevator, which is not doing the work that the engine salesman represented it to do. It is not driving as much machinery as another engine of the same rated capacity that I have in another plant. Will some reader of the Grain Dealers Journal please state in Asked and Answered Column how to measure the horse power of a gasoline engine?—Operator.

### THE INTEREST ON ADVANCES.

*Grain Dealers Journal:* I note with interest the letters in last issue of the Journal regarding the interest charges on drafts on Bs/L for grain sold or consigned to Chicago receivers, and while I did not notice Mr. Edwin Beggs letter in the previous issue, I am satisfied his feeling in regard to the charge is identically the same as that of most of the country shippers, or at least some of them.

For Chicago buyers to charge interest on grain virtually in their possession and on which they are getting a carrying charge by their future hedges is simply preposterous; and Chicago commission merchants are doing something which no other market thinks of doing or ever has done before in our experience. To tack on 25c to 30c interest on each car is a very small piece of business, to say the least.

We have been doing business with cer-

tain firms in Chicago and New York for over thirty years, who never have before charged us interest on purchases or consignments, and which firms have been able to accumulate up into the millions without it.

This little interest item will come nearer breaking a trade than  $\frac{1}{8}$  or  $\frac{1}{4}$  cent less on the price. Neither do we think  $\frac{1}{4}$  cent commission on futures ever will pay, as it simply drives us to hedge in other markets.—E. R. Ulrich, Jr., Springfield, Ill.

### MUST SHIPPERS ALLOW $\frac{1}{4}$ OF 1%?

*Grain Dealers Journal:* We had a car leaking here on side track caused by a train hitting it very hard and making a leak in the side of the car. We saw the leak, stopped the leak for them, and the car was short 6 bus. in Chicago.

We filed a claim for shortage and the railroad company asked us to allow one-half of one per cent for shrinkage, which would make our claim nothing.

We know and can prove that the car lost 6 bus. here.

Will the readers of the Journal please tell us whether or not we are compelled to allow one-half of one per cent for shrinkage before we can get our claim, when we know they lost this grain here.—Oakes & Green, Riggston, Ill.

### Better Crop Reports Needed.

National and state authorities are about the only ones who can afford to issue complete monthly reports. Present reports can and should be improved. They should make a systematic effort to improve their source of information, the crop correspondents. They should not rely entirely upon the farmers. Grain dealers, millers and bankers should be enlisted. The state and national bureaus should co-operate. There should be a uniform standard. Don't knock, improve. Lend a helping hand. Impress upon Congress the importance of having better reports.—Frank I. King, chairman of Committee on Crop Reports of Grain Dealers National Ass'n.

### From a Postal Card.

The souvenir postal card craze has appeared in a new form. The latest addition to our large collection bearing a photograph of the elevator and grain office of Neizer & Co., at Monroeville, Ind. It is an excellent representation of this enterprising company's 30,000-bushel house at that point, and will surely serve as an impressive reminder of the firm and its business to every recipient of the card.

Oats arriving dirty is the complaint at Buffalo. The dirty grain will heat. Chief Grain Inspector Shanahan urges that the oats be cleaned before shipment.

Strikes are spoiling the trade at Odesa, Russia. Sack carriers carrying grain from barges to steamers are now getting  $3\frac{1}{2}$  roubles a day, and those who belong to a union are very often in work, and now in a good many cases employ less fortunate laborers to do their work and pay them  $1\frac{1}{2}$  roubles a day while they themselves lie around and smoke, pocketing 2 roubles for doing nothing.

The world's wheat crop as estimated by the Hungarian minister of agriculture Aug. 31 aggregates 3,526,000,000 bus., or 342,784,000 bus. more than last year. The minister estimates other crops in metercentners as follows: corn, 987,000,000; oats, 527,000,000; rye, 382,000,000; barley, 315,000,000; compared with corn, 917,000,000; oats, 534,000,000; rye, 394,000,000; and barley, 307,000,000 metercentners for 1905.

Enemies of durum wheat profess to be greatly alarmed lest the foreigners stop buying. They say the durum crop is large in Russia, and that the French and Italian macaroni factories will not need any durum wheat from America. All this is very encouraging to the few millers in the Northwest that are grinding macaroni wheat. No. 2 durum wheat is selling at Duluth about 8 cents under No. 2 northern, indicating a fair demand from some source for the despised cereal.



Neizer & Co.'s Elevator, Monroeville, Ind.



## Standards of Purity for Grain Products.

The United States Department of Agriculture has issued Circular No. 19 establishing standards of purity for food products and superseding circulars Nos. 13 and 17 dealing with the same subject. The Comite on Food Standards says the standards fixed are such that a departure of the articles to which they apply, above the maximum or below the minimum limit prescribed, is evidence that such articles are of inferior or abnormal quality.

The limits fixed as standard are not necessarily the extremes authentically recorded for the article in question, because such extremes are commonly due to abnormal conditions of production and are usually accompanied by marks of inferiority or abnormality readily perceived by the producer or manufacturer.

The standards of purity established for grain products are as follows:

Grain is the fully matured, clean, sound, air-dry seed of wheat, maize, rice, oats, rye, buckwheat, barley, sorghum, millet, or spelt.

Meal is the clean, sound product made by grinding grain.

Flour is the fine, clean, sound product made by bolting wheat meal and contains not more than thirteen and one-half (13.5) per cent of moisture, not less than one and twenty-five hundredths (1.25) per cent of nitrogen, not more than one (1) per cent of ash, and not more than fifty hundredths (0.50) per cent of fiber.

Graham flour is unbolted wheat meal.

Gluten flour is the clean, sound product made from flour by the removal of starch and contains not less than five and six-tenths (5.6) per cent of nitrogen and not more than ten (10) per cent of moisture.

Maize meal, corn meal, Indian corn meal, is meal made from sound maize grain and contains not more than fourteen (14) per cent of moisture, not less than one and twelve hundredths (1.12) per cent of nitrogen, and not more than one and six-tenths (1.6) per cent of ash.

Rice is the hulled or hulled and polished grain of *Oryza sativa*.

Oatmeal is meal made from hulled oats and contains not more than twelve (12) per cent of moisture, not more than one and five-tenths (1.5) per cent of crude fiber, not less than two and twenty-four hundredths (2.24) per cent of nitrogen, and not more than two and two-tenths (2.2) per cent of ash.

Rye flour is the fine, clean, sound product made by bolting rye meal and contains not more than thirteen and one-half (13.5) per cent of moisture, not less than one and thirty-six hundredths (1.36) per cent of nitrogen, and not more than one and twenty-five hundredths (1.25) per cent of ash.

Buckwheat flour is bolted buckwheat meal and contains not more than twelve (12) per cent of moisture, not less than one and twenty-eight hundredths (1.28) per cent of nitrogen, and not more than one and seventy-five hundredths (1.75) per cent of ash.

The wheat harvest shows the crop to be far short of expectations, says the *Mexican Investor*, and it will be necessary to remove the duty on American wheat so that the cereal can be imported in sufficient quantities to supply the Mexican mills. The importation of wheat during the fiscal year ended June 30 was heavier than for many years, and was valued at \$2,000,000.

## John D. Shanahan Appointed Assistant in Bureau of Plant Industry.

The many friends of John D. Shanahan, chief grain inspector of the Buffalo Corn Exchange, will be gratified to learn that Mr. Shanahan has been appointed to a position in a government bureau that will greatly enlarge his opportunities and enable him to travel and study the different phases of the grain inspection art that he has followed so long.

James Wilson, secy. of the United States Dept. of Agri., has appointed Mr. Shanahan assistant to the chief of the Bureau of Plant Industry, Mr. B. T. Galloway, a position entirely unsolicited and unsought. Mr. Shanahan on Sept. 8 resigned his office as chief grain inspector and weighmaster of the Corn Exchange at Buffalo, N. Y., to take effect Sept. 30.

In view of Mr. Shanahan's advocacy of government standards for grain grades his appointment to a dept. of the government which is working to establish national grades is not surprising. It is fortunate for the trade that the administration should choose so practical a man to take up this work. Mr. Shanahan's conduct of the grain inspection dept. at Buffalo has been characterized by eminent fairness to all interests. While he is a warm advocate of national standards for grading Mr. Shanahan does not believe in government grain inspection in the generally accepted meaning of the term.

Mr. Shanahan was born at Buffalo, Oct. 24, 1864. His first connection with grain inspection was as track helper in April, 1887, for the inspection dept. In 1898 he was made chief inspector, in 1902, chief weighmaster and in 1904 appointed chief inspector at Buffalo for the New York Produce Exchange. He was appointed on the Wisconsin Grain & Warehouse Commission by Governor La Follette in 1905 and resigned in April, 1906.

As secy. and treas. of the Chief Grain Inspectors National Ass'n for the three years, 1903-4-5, Mr. Shanahan did much

to keep the organization in effective working condition; and after his resignation continued to give the organization the benefit of his experience, and lent important aid to his successor. A portrait of Mr. Shanahan is given in the engraving herewith.

Wheat handling methods in Mexico are still very primitive.

Improvement of bad roads will aid the farmer to haul the grain to market when the dealer is not busy.

Suction gas producers supply fuel to gas engines in all parts of the world aggregating 300,000 h. p.

A big sign painted on your elevator will advertise your name and business to the traveler and the grain grower.

"By the way, you said Johnson was a farmer, didn't you?" "Good gracious, no! I said he made his fortune out of wheat."

Roosevelt's reformed spelling abbreviates cropped to cropt and mixed to mixt. Thus he is authority for spelling "No. 2 mixt corn."

Co-operative grain shipping concerns are said to have suffered heavy loss thru the decline in oats by not having their purchases hedged.

In eight hours from the time the oats was growing in the field a car of the cereal was shipped from the elevator of the Sibley Grain Co. at Sibley, Ill.

Consul General Steinhart of Habana states that the cost of the denatured alcohol sold in Cuba is \$48 to \$50 Spanish gold per large pipe of 173 American gallons.

The per capita consumption of wheat in the United States, 7.04 bus., as given by the Bureau of Statistics, includes 1 bu. of wheat for seed, leaving 6.04 bus. for bread.

Cobs and stalks from the refuse of a sweet corn cannery at Hoopeston, Ill., are to be experimented with by the government in an endeavor to manufacture alcohol.



John D. Shanahan, Buffalo, N. Y.

# Crop Reports

## Canada.

**Winnipeg, Man.**—We are pleased to report that the damage from excessive heat is not as great as we thought it was when we issued our special crop report Aug. 20. We stated then that we did not think it was possible for the total wheat crop to exceed 78,000,000 bus. We think now that it will be around 80,000,000 bus., averaging 17 bus. to the acre. The total acreage for Manitoba, Alberta and Saskatchewan combined, 4,750,000 acres of wheat if the weather continues good, a fair proportion of this crop will grade No. 1 hard, but the bulk will be No. 1 northern. The color of the grain so far is good. Much of the grain will require heavier cleaning than usual to make it grade up. As there were several slight frosts in some districts in August there will be some frosted grain. Hail destroyed probably 500,000 to 600,000 bus. of grain this season. The oat and barley crops are good, and the total of each will be greater than ever before in the Canadian west.—Campbell & McLean.

**Ottawa, Ont.**—The unusually open winter was most trying to fall wheat, but the crop picked up wonderfully in the spring and improved steadily until cutting, when it was harvested under favorable conditions, straw standing up well and the weather dry and bright. The quality, as a rule, is plump and well up to weight, yield per acre is considerably over average. Very little rust reported. Barley yield large; grain plump but much of it discolored; all of it good for feeding stock. The pea crop may be regarded as one of the best in years. Oat yield per acre will be comparatively large. The hay crop has been generally well saved and of excellent feeding quality. Corn ought to mature in perfect condition unless frosts are unusually early. The acreage of flax is not so large as in former years. The estimated yield of all crops are: Fall wheat 10,026,633 bus., spring wheat 3,348,190 bus., barley 25,478,250 bus., oats 111,356,914 bus., rye 1,370,898 bus., peas 8,671,567 bus., and beans 1,034,119 bus.; compared with 17,933,951 bus. of fall wheat, 3,582,627 bus. of spring wheat, 24,265,394 bus. of barley, 105,563,572 bus. of oats, 1,714,951 bus. of rye, 7,100,021 bus. of peas and \$46,443 bus. of beans for last season.—Ontario Dept. of Agri.

## Colorado.

**Colorado.**—There is one large tract of land at Fort Collins, which has produced 74 bushels of wheat to the acre this year, and the district is producing an average of about 60 bus. of wheat to the acre. From reports I have received from all over the state I am confident that conditions are much the same as in the Fort Collins district. Of course, the crops in the dry districts are not so large, but the average for the quantity of wheat and the greatest yield Colorado has had for many years. We have approximately 300,000 acres in wheat, which will average nearly 30 bus. per acre.—W. H. Olin, agronomist Colo. Agri. Exp. Sta.

## Idaho.

**Rigby, Ida.**—The wheat crop in this valley is the largest since the settlement of the country. Some of it was badly lodged, due to winds and rain just before harvesting commenced. Some rust is noticeable. Threshing commenced the week of Sept. 4 and everything points to a record-breaking yield in wheat, oats, hay, sugar beets, potatoes and other crops.—Geo. E. Hill, secy. Rigby Hardware, Lumber & Mfg. Co.

## Illinois.

**Fullerton, Ill.**—Lots of grub worm damage; corn very poor.—S.

**Cooksville, Ill.**—Crops are fine; good full average.—Elyward.

**Colfax, Ill.**—Good average corn crop. Oats averaged 40 bus.—J. E. Hawthorne.

**Randolph, Ill.**—Corn 85 per cent of a crop. Oats averaged from 20 to 40 bus. per acre.—S.

**Anchor, Ill.**—Crops are good. Oats averaged 40 bus. per acre.—P. Steiner, with Rogers Grain Co.

**Bement, Ill.**—Corn is as good as last year and oats made from 35 to 40 bus. per acre.—M. C. Camp & Co.

**Hartsburg, Ill.**—Oats made 30 per cent of a crop. Corn will make 75 per cent of a crop.—A. E. Rodenbeck.

**Viriden, Ill.**—Oats averaged 35 bus. per acre; wheat 25 bus. Corn will make 75 per cent of a crop.—S.

**Delavan, Ill.**—Oats made 30 bus. per acre. Corn will make 75 per cent of a crop.—W. J. Culbertson.

**Normal, Ill.**—Oats averaged 50 bus. per acre and corn will make 90 per cent of a crop.—Bentz Bros.

**Clinton, Ill.**—Oats averaged 35 bus. per acre. Corn is not as good as last year because of drouth and grub.—S.

**Dewitt, Ill.**—Corn will make 50 per cent of a crop. Oats made 35 bus. per acre.—J. W. Callison, with Rogers Grain Co.

**Plainview, Ill.**—Corn will make a good crop. Wheat averaged 20 bus. per acre and was of fine quality.—Arthur Boyle.

**Minier, Ill.**—Oats averaged 35 bus. per acre. Corn will make a good average crop; as much as last year.—Quigg-Rallsback Co.

**Shirley, Ill.**—Corn looks good for 65 bus. Oats run from 25 to 40 bus.; were threshed before rain; excellent color.—J. L. Douglass.

**Copsey, Ill.**—Corn very spotted; will make 70 per cent of a crop. Oats averaged 30 bus. About 20,000 bus. of old corn still left.—Crospey Eltr. Co.

**Chatham, Ill.**—Oats averaged 30 bus. per acre; wheat 35 bus. Corn will make 75 per cent of a crop.—Chas. Vaughn, with E. R. Ulrich & Sons.

**White Heath, Ill.**—Corn is good and will yield as much as last year that made 30 bus. per acre and was of fair quality.—D. W. Eiler, with Wm. Murray.

**Kempton, Ill.**—Corn will be safe from frost in 10 days; will average 40 bus. Oats averaged 35 bus., about the same as last year.—Shearer & Rickards.

**Maroa, Ill.**—Good corn crop; fully as good as last year, and oats better than last year; averaged about 40 bus. per acre.—W. J. Compton, with Shellabarger Eltr. Co.

**Fullerton, Ill.**—Corn will make 60 per cent of last year's crop. Oats made 30 bus. per acre and wheat made 20 bus. per acre.—Smith Fuller, with J. E. Hawthorne.

**Stanford, Ill.**—Oats made 28 bus. per acre. Corn will make 90 per cent of a crop, excepting a small area where grub worms affected it.—Murphy & Ewing.

**Bloomington, Ill.**—Oats in this location are 90 per cent of an average crop and corn will be 10 per cent of last year's crop.—L. E. Slick, agt. Rogers Grain Co.

**Wapella, Ill.**—Corn not very good on account of drouth and grub. Oats averaged 30 bus. About 50 per cent of old corn left in the country.—M. C. Downing, with Rogers Grain Co.

**Carlinville, Ill.**—Wheat averaged 20 bus. per acre. Corn will make 75 per cent of a crop. Oats made only 20 bus. per acre, and the acreage was very small.—H. I. Masters & Co.

**Mansfield, Ill.**—The corn crop is as good as last year and there is an increased acreage of 5 per cent. Oats are 20 per cent better than last year, averaging about 40 bus. per acre.—J. M. Mahan.

**Stanford, Ill.**—Corn was damaged by grub worms and wind storms; will make 75 per cent of a crop. Oats made 50 per cent of a crop and tested on an average 20 pounds per bu.—J. M. Kearby.

**Farmer City, Ill.**—Corn will hardly average 30 per cent of last year's crop. Oats made 85 per cent of the crop of last year. Trade conditions are fine.—O. E. Scott, with Bartlett, Frazier & Carrington.

**Parnell, Ill.**—Grub worms did more damage around here than any place I have seen; whole fields that have hardly a stalk on them. This condition prevails principally west and north of town.—S.

**Auburn, Ill.**—Oats averaged 24 or 25 bus. per acre. Wheat made 25 bus. per acre and corn will make 60 per cent of a crop, although present weather continuing corn will make a good deal better average.—Auburn Roller Milling Co.

**Warrensburg, Ill.**—Corn will make 90 per cent of a crop. A few weeks ago it seemed improbable that we would have half a crop, but recent rains have been a wonderful help. Oats averaged 40 bus. per acre.—S. S. Neiman.

**Heyworth, Ill.**—Oats averaged 30 bus. and were of inferior quality. Farmers will not sell at present prices. About 30 per cent of the old corn left. New corn not as good as last year on account of drouth.—J. C. Gaul, with Rogers Grain Co.

**Forsyth, Ill.**—Corn is good and oats averaged 30 bus. Only 18,000 bus. of old corn left in this locality. We handled 26,000 bus. of wheat here last season; previous to this the most we handled was 2 cars.—S. Bowden, with Shellabarger Eltr. Co.

**Girard, Ill.**—Wheat crop was good but the acreage was small; averaged 25 bus. per acre. The oat crop is small and all will be used for local consumption. Corn will make 85 per cent of a crop.—L. E. Ferguson, with J. Hargrove & Co.

**Birkbeck, Ill.**—Corn was hurt by grubs and drouth, reducing the crop about 50 per cent. Oats made 70 per cent of a crop. About 15 per cent of the old corn left in country and the new crop is not selling.—F. C. Shepherd, with Rogers Grain Co.

**Monticello, Ill.**—Corn about as good as last year. Oats averaged 33 bus. per acre and wheat made 25 bus. per acre. Only one field here of 120 acres, that is affected by grub worm and that will not make more than 10 bus. per acre.—Knight Grain Co.

**Mt. Pulaski, Ill.**—The new crop of corn will make 75 per cent of a crop. Oats averaged from 25 to 30 bus. per acre. At the beginning of the recent rush of corn to market there was 35 per cent of the old corn in the country.—G. H. Hubbard.

**McLean, Ill.**—Oats averaged 30 bus. per acre. Corn will make 75 per cent of a crop. Grub worms did a great deal of damage; one farmer going so far as to say that there was 1,000 acres of corn in McLean county that will not make 5 bus. per acre.—Darnall & Spence.

**Farmer City, Ill.**—There is a strip of territory about 4 miles wide from Clinton to Farmers City that is hurt worse by grub worm than any territory that I have seen, and there are whole fields that amount to practically nothing. Spring plowing being affected worse than fall plowing.—S.

**Cooksville, Ill.**—Oats threshing all done in this vicinity Aug. 28; averaged 45 bus. per acre; average weight and quality good; some graded as good as No. 2 white before the rain, but since the rains have not graded so well owing to the fact that many of the farmers have no granary room at home and either store or sell the most of their grain from the thrasher.—Henry M. Hastings, Mgr. Cooksville Grain Co.

**Gibson City, Ill.**—Threshing is over here and a great many oats were blined by the farmers, fully one-half if not more. Corn here is looking as well as could be expected this time of the year; is earing out well and the recent rains have kept it green to the ground; hear some talk of the late planted corn not doing so well, but can see nothing to keep this vicinity from having as good a crop as last year. Some old corn still in hands of farmers; do not seem inclined to sell at prevailing prices.—Geo. W. Walker & Co.

## Indiana.

**Berne, Ind.**—We have enuf rain and promises of a good crop of corn. Very few stained oats.—Berne Grain & Hay Co.

**Fort Branch, Ind.**—We are going to have a bumper crop of corn and it is going to be of good quality. Wheat being marketed very slowly.—Ft. Branch Eltr. Co.

**Martinsville, Ind.**—Our wheat was much better than expected, and the corn crop has so far recovered from the backward spring that it will make a better yield than last year. The farmers ought to be happy.—Thornburg Milling & Eltr. Co.

**Goshen, Ind.**—The wheat movement has been rather light during the past few days it has increased very much. The quality of the last crop is very satisfactory, in fact, it makes the best flour of any crop that we have ever ground.—Frank E. C. Hawks, prec. Goshen Milling Co.

## Iowa.

**Popejoy, Ia.**—We look for just a fair crop of corn. Oats not turning out to the acre as good as was predicted some time back; 20 to 30 bus. per acre.—Pierce & Zuffall.

**Iowa.**—Have just finished a trip thru Iowa and find the corn crop looking fine and all the trade expecting a good crop. Oats averaged all the way from 35 to 45 bus. per acre.—H. H. Savage, with Cochran Grain Co., St. Louis, Mo.

**Wesley, Ia.**—The oat crop in this vicinity is the best raised for years, but is badly damaged by the recent rains. Farmers are handicapped in their threshing because of the weather. Oats are yielding from 35 to 50 bus. per acre and grading



No. 4. Farmers are not marketing very fast.—X.

Miller, Ia.—Shock threshing is about done around here. About one-third of the oats stacked; yield will average about 35 bus. per acre; quality poor. Very little barley raised. Corn looking fine; if we do not get early frost we will have a bumper crop this year.—Chas. Wellek, agt. Chas. Rippe.

Des Moines, Ia.—Reports indicate an increase of 4 per cent in the acreage of corn compared with last year, making 9,669,504 acres. The growing condition Sept. 1 was 103.4 per cent, compared with the condition on Sept. 1, 1905; average yield, 33.5, with a total yield of 331,000,000 bus., if conditions continue for balance of season as favorable as last year. The stand is not considered in this estimate, but is certainly much better than last year, which should increase these figures considerably.—Geo. A. Wells, secy. Iowa Grain Dealers Ass'n.

## Kansas.

Clafin, Kan.—Have had a very wet season and there has been very little threshing done yet. Wheat is turning out better than expected where it has been threshed, but there is bound to be considerable tough and burnt wheat. The corn crop is fine; the rains have boosted it to a large crop here. The farmers are all done plowing and most of them have worked their ground down ready for the fall seeding. Unless we get some drying weather soon, seeding will be done before threshing is scarcely started. We will have to have 2 weeks of nice weather before the wheat stacks will be in good shape.—S. S. Haynes, mgr. Thorstenberg Grain Co.

## Michigan.

Holly, Mich.—Wheat and rye are a light crop. Corn and oats fair. Beans will be a fair crop.—McLaughlin Bros.

## Minnesota.

Olivia, Minn.—The crops here are very poor, owing to continued rains and storms. Oats will yield  $\frac{1}{2}$ , barley a trifle better perhaps 1-3. Wheat 6 bus. to 12 of No. 2, 3 and rejected and some wheat is left uncut. It is safe to say that the wheat yield within a radius of 10 miles will not exceed a half crop. Flax is shelled out and brown and much of it is being bot up by the International Harvester Co. for twine, straw and all. Corn will be good if no frost comes.—Otto Gerde.

## Missouri.

Portescue, Mo.—The prospects for corn are good. Wheat was exceedingly good.—D. M. Howard, agt. John H. Lynds Mill & Eltr. Co.

Columbia, Mo.—The corn condition thruout the state is encouraging after holding its own during the dry part of Aug., and since the recent rains has improved wonderfully. Average condition, Sept. 6, was 86, a gain of 3 points over last month; greatest gain in southeast and southwest sections, which gained 7 and 8 points respectively. In northern portion gain was lower on account of drouth. Much corn got a late start in spring and is still quite green. Should cool weather continue growth will be retarded and it will be in danger of early frosts. Reports say that in one or two favored localities cutting will have been commenced to-day, Sept. 10. Indications are that the acreage sown to wheat will be 104 per cent of that of last year, or that an area of 23,574,469 acres will be sown. At present 62 per cent of the ground for this crop is broken. Oats crop was exceedingly light. Average yield per acre was only 22 bus., the smallest average since 1901; quality was 86, or only fairly good.—Geo. B. Ellis, secy. State Board of Agri.

## Nebraska.

Rising City, Neb.—Our wheat and corn crops are good this year.—L. W. Peck, mgr. Farmers Co-Operative Shipping Ass'n.

Friend, Neb.—Our corn crop will be materially reduced by a small stand and firing on account of drouth and hot weather. We do not expect more than 50 per cent of a crop.—E. G. Scoville.

Rockford, Neb.—Had a fine wheat crop here this year, average from 25 to 55 bus. per acre. Will have a pretty good corn crop, but not as large a yield per acre as last year. Farmers are busy fall plowing for their winter wheat. Some have started to sow wheat.—W. W. Topt.

Red Cloud, Neb.—The wheat in Webster county makes from 20 to 35 bus. per acre of good quality. The corn crop was cut short by the drouth; will make about 20 bus. per acre. Wheat is moving slowly in this section. Very few oats will be thrown on the market at this point.—J. B. Wirecarver, agt. Updike Grain Co.

Rogers, Neb.—The grain trade is good as there was a fine crop of wheat raised this year, altho some of it was damaged somewhat by rain. The oat crop was fair and there was never a better outlook for corn than this year; some is a little late, but if frost keeps off a few weeks more there will be a fine corn crop.—Martin W. Spence, agt. T. B. Hord Grain Co.

## North Dakota.

Sawyer, N. D.—Threshing is in full blast. Wheat yield, 20 to 30 bus. Flax, 12 to 13 bus.—P. Martens, Jr.

Wolford, N. D.—Wheat will average about 12 bus. per acre; flaxseed, 9 bus.; barley, 30 bus., and oats, 50 bus.—H. P. Ritzman, agt. Acme Grain Co.

Addison, N. D.—The thresher is at work and the yield is running from 18 to 22 bus. per acre of wheat, 60 per cent of which is grading No. 1; balance No. 2 and 3 on account of smut. Barley is yielding 40 to 50 bus.; oats 40 bus.—M. H. Wellman, agt. Thorpe Eltr. Co.

## Ohio.

Curtice, O.—The corn crop is being cut and apparently is going to be good this year, 50 per cent better than last year. Wheat is of good quality. Oats are not very good that were out in the rains, but there is some No. 3 white moving.—H. G. Dehring.

New Madison, O.—Corn in this section is doing nicely and if the present weather continues will have a bumper crop. Wheat has been one of the best crops as to yield and quality we have had in years. Oats only half a crop and quality not good. Threshing almost over.—Owens Bros.

Chillicothe, O.—Have had a very wet season; quite a large per cent of the wheat was threshed in bad condition, some of which was put on the market; a large per cent was still in farmers' hands Aug. 24. Corn is in fine condition; think will have largest crop we have had for years, unless it is damaged by storm.—Scioto Grain Co.

## Oklahoma.

Autwine, Okla.—About 1-3 of the wheat crop has been delivered. The corn crop is large, making from 50 to 80 bus. per acre.—H. J. Barclay, agt. Blackwell Mill & Eltr. Co.

Augusta, Okla.—Heavy and long continued rains have delayed wheat threshing and have done considerable damage to wheat, both in stack and shock. Oats and barley crops light; will all be used at home. Corn is good; best since this country has been settled. Kafir corn also good and a fair crop.—Jas. A. Stutts.

Enid, Okla.—On Aug. 22 a circular letter was issued asking for information regarding present wheat crop, the yield per acre, as well as the general conditions. From 140 replies, representing the counties of Blaine, Comanche, Caddo, Custer, Canadian, Cleveland, Garfield, Grant, Green, Kingfisher, Kay, Kiowa, Logan, Oklahoma, Pawnee, Pottawatomie and Woods the following information was furnished: Average yield per acre, 13 bus.; threshed, 60 per cent; in stack, 26 per cent; in shock, 14 per cent; damaged in stack, 12 per cent; damaged in shock, 22 per cent.—C. F. Frouty, secy. Grain Dealers Ass'n of Okla. & Indian Territories.

## South Dakota.

Kimball, S. D.—All crops are good.—C. S. Blodgett.

Lake Preston, S. D.—Shock threshing has commenced; quality fair; yield only about average.—Lake Preston Milling Co.

## Tennessee.

Nashville, Tenn.—It is estimated by the Tennessee dept. of Agri. that the maturing corn crop will yield 100,000,000 bus. in Tennessee this year, the largest in the history of the state. The acreage is the largest and the yield per acre is the best.—R. N. C. Washington.

Tacoma, Wash.—Estimate that Washington's wheat crop has been shortened 9,000,000 bus. by the dry, hot weather of the greater part of the summer. Had figured on a crop of 35,000,000 bus., or about 3,000,000 bus. more than the crop of last year. Present prospects, however, are for a crop of 24,000,000 bus. The grade generally is inferior to the crop of 1905 and there is considerable of the grain not weighing more than 50 pounds of the bu.—Deputy State Grain Inspector King.

## Government Report.

Washington, D. C., Sept. 10.—The average condition of spring wheat when harvested was 83.4. This is the third year that spring wheat has been separately reported upon on Sept. 1st. Comparison is, therefore, made with the condition one month ago, which was 86.9, with that reported Sept. 1, 1905, which was 87.3 and

Sept. 1, 1904, which was 68.2. The average condition of the oats crop when harvested was 81.9 against 82.8 last month, 90.3 Sept. 1, 1905, 85.6 same date in 1904 and a ten year average of 81.9. The average condition of barley when harvested was 89.4 against 90.3 on August 1, 1906, 87.8 Sept. 1, 1905; 87.4 in 1904 same date and a ten year average of 83.7. The average condition of rye when harvested was 90.5 against 90.3 reported Sept. 1, 1905, 86.9 reported Sept. 1, 1904, and a ten year average of 86.6.—Crop Estimating Board of Dept. of Agri.

## Charles D. Jones.

Charles D. Jones, who for a number of years has been Memphis manager for Williams & Fitz-Hugh Co., severed his connection with that firm last week and organized the Chas. D. Jones Company with a capital stock of \$50,000.



Chas. D. Jones, Memphis, Tenn.

Mr. Jones is a Director of the Grain Dealers National Ass'n and Pres. of the Grain & Hay Ass'n of Memphis. He has a host of friends in the trade in the Southwest as well as the surplus states, all of whom wish him unbounded success in his new venture.

North Dakota leads the states this year with a production of wheat estimated at about 100,000,000 bus.

The potato crop, on which the Irish peasantry mainly rely for their support, is a total failure, blight having attacked the stalks. Recent incessant rains have also contributed to the destruction of the crop, and the prospects of farmers are described as gloomy in the extreme. The government is to be asked to start relief works.—Liverpool Courier.

To buy wheat on its merits absolutely regardless of the inspection is doubtless more troublesome than to buy futures or elevator receipts, but it pays. It has been my impression that for a number of years the elevator companies have made an abnormal profit at the expense of the millers by simply taking advantage of the indolence and lack of resourcefulness of the millers. I do not mean to advise millers to own or to attempt to run elevator lines; in fact, I strongly advise against it as this is a business of itself, and to do it well requires the undivided attention of any ordinary man.—Chas. Espenschied, before the Millers Mass Convention at Milwaukee.





## Will Establish Laboratories for Study of Grain Grading.

Grain grading and grain inspection is a matter that has been brought to the attention of the Department of Agriculture a number of times during the past three or four years. Each year one or more bills have been introduced in Congress looking to the improvement of conditions affecting grain entering into interstate and foreign commerce. During the last session of Congress there was an energetic movement in the matter of securing legislation on this subject. The Senate Committee on Agriculture had a number of hearings at which the question was discussed from various standpoints. On the floor of the Senate there were speeches made which are valuable contributions to our knowledge of the subject. Finally in the last appropriation bill for the Department of Agriculture the following clause was inserted:

"To enable the Secretary of Agriculture to establish, at such points of export as he may deem expedient, laboratories for the purpose of examining and reporting upon the nature, quality, and condition of any sample, parcel, or consignment of seed or grain, fifteen thousand dollars, or so much thereof as may be necessary, and the Secretary of Agriculture is authorized to report upon such samples, parcels, or consignments from time to time, and the reports so made shall serve as a basis for the fixing of definite grades and for the issuance of certificates of inspection when requested by the consignor or consignee of any grain entering into interstate or foreign commerce."

This law went into effect the first of July, 1906, and after giving all the points in question careful consideration, the Chief of the Bureau of Plant Industry made the following recommendations to the Honorable Secretary, which he has approved:

1. That two laboratories be established, the location to be decided after careful examination of the conditions existing at the principal export ports, such as Duluth, Boston, New York, Philadelphia, Baltimore, New Orleans, and Galveston. I recommend that these laboratories be equipped for determining the simpler factors of quality and condition in samples of grain, such as the percentage of moisture, the amount of foreign material and damaged grains, and that the results of this examination shall be stated on a percentage basis on printed blanks, which shall constitute the certificate mentioned in the bill. As it is not practicable at present to correlate the percentage factors above referred to with existing grades, it is recommended that for the present no attempt be made by the Department laboratories to define existing commercial grades any further than is indicated by the statement of the actual condition of the grain on the percentage basis.

For the purpose of perfecting the methods of grading, these laboratories will secure samples in every practicable way, submitting them to the various tests recommended. It is recommended, however, that whenever a report is required by the consignor or consignee of any sample, parcel, or consignment of seed or grain, the sample shall be submitted by the person or his accredited agent, with a statement of the name of the person who submits it, the date of submission, the identification mark, the quantity of grain represented by the sample, the location of the bulk, either in the steamer, elevator or car. Upon receipt of such sample the laboratory is to make such examination as requested within the limits fixed, in accordance with the blanks previously referred to, or with such modifications as may hereafter be approved, and to furnish the same at the earliest practicable moment to the person requesting the examination or to such other person as he may designate in writing on the application requesting the examination. A press or carbon copy of every report furnished shall be kept by the laboratory. The records referred to shall not be open to public inspection except by properly accredited Government officials or others authorized by the person submitting the sample.

2. I recommend that an expert be selected from among the practical grain men

familiar with the whole grain trade and the present methods of inspection, who shall act as advisory agent during the organization of the work, with a view to his finally taking charge of it. Such a man can do much to enable the Department to improve the present practices of inspection and to obtain information as the basis of our work.

3. In order to determine accurately the effect of the varying conditions of grain or its deterioration in transit, it is recommended that an agent be placed in some foreign port for the purpose of giving us definite information upon specified shipments which have been examined here before shipment. This work will be confined mainly to corn. It has already been in progress for one year and much valuable information has thereby been obtained.

Very respectfully,  
(signed) B. T. Galloway,  
Chief of Bureau.

Conferences have been held with a number of Chambers of Commerce with a view to establishing at an early date the laboratories provided for in the act. Recently a conference was held with the Baltimore Chamber of Commerce with the result that it has been decided to have one of the laboratories located there, and in all probability the other will be located at New Orleans.

Apparatus has already been perfected for the quick determination of the moisture content of grain, and it will be the object of the laboratories to take up at once the analysis of grain samples with a view to getting definite information along the lines set forth in the above recommendations.

The agent sent abroad by the Department last year for the purpose of inspecting and reporting upon cargoes of American grain arriving at European ports has returned and his report is now in the hands of the Chief of the Bureau of Plant Industry. Particular attention was paid to corn shipments, thirty-five cargoes of this grain, containing approximately 124,826 tons from seven of the principal Atlantic and Gulf ports having been inspected by the agent. In addition to the four the quick determination of the moistures and barley were reported upon.

The Interstate Good Roads Convention was held Sept. 8 at Chillicothe, Mo.

The Australian wheat crop of 1905-6 is reported by Consul Bray to aggregate 68,675,000 bus., against 54,536,000 for the preceding year. Since Dec. 15, 1905, exports of wheat and flour have been equivalent to 28,153,000 bus.

## M. C. Ott's Elevator at Wilton, Ia.

Illustrated herewith is the only elevator now located at Wilton Junction, Ia., on the main line of the Rock Island at the junction formerly made with it by the southwestern division.

The elevator, as is plainly shown in our engraving, represents the consolidation of two houses, formerly operated at this point. The plant is well equipped with machinery. Its driveway has an easy rise and its three dumps afford ample facilities for unloading farmers' grain without delay.

At the west end of the plant, but not shown in the engraving, is a frame power house containing a 15-h.p. Lewis gasoline engine with a magnetic spark device. The end of the axle of the fly wheel, which is next to the passage way about it, is covered with a cap in the form of a half a sphere, so the operator is in no danger of being wound up on its shaft.

Mr. Ott has been engaged in the business at Wilton for many, many years, and is well known to all the farmers in neighboring territory. He is one of the unfortunates who happen to be located in a town that requires city scale weights to govern transfers of farm products, but he has a wagon scale at his office adjoining the elevator, which can be used as a check against the inefficiency of the city weighman or the inaccuracy of the city scale.

The wheat harvest is reported poor in southern and good in northern Mexico.

The rye crops of Russia and Germany together form over 1,000,000,000 bus. out of a world's total of 1,500,000,000 bus. The United States grows but 28,000,000 bus. annually.

The new Spanish duties which are to be enforced immediately are unchanged on wheat, 40 per cent advance on flour, 35 per cent lower on corn and 10 per cent lower on other cereals.

Crop conditions in Prussia are reported by the royal statistical bureau to have been 84 for wheat, 78 for rye and 86 for oats on Aug. 15, against 84 for wheat, 80 for rye and 86 for oats a month earlier.

India's acreage of jute this year is 3,271,500, against 3,163,500 last year. This is the largest ever reported by the government of India. Last year's crop was 8,200,000 bales and present conditions are promising.



M. C. Ott's Elevator at Wilton Junction, Iowa.

## Seeds

The Funk Bros. Seed Co. is repainting its elevator at Funk's Grove, Ill.

The Ft. Branch Elevator Co., of Ft. Branch, Ind., writes that clover seed is very scarce.

The National Grange has adopted resolutions condemning the free seed appropriation.

W. C. Fuller, miller at Farwell, Mich., is installing machinery to handle clover seed and beans on an extensive scale.

Receipts of grass seeds at Peoria, Ill., during August amounted to 150,000 lbs., against 60,000 lbs. in August last year.

The Kentucky Commissioner of Agri. in his September report gives the clover seed prospect as three-quarters of a full crop.

Last year the Dept. of Agri. sent out 35,773,400 packages of flower and vegetable seeds. The seed filled 28 cars of 30,000 lbs. capacity.

The seed elevator of Rogers Bros., at Alpena, Mich., has been placed in operation for the season, with a force of 100 girls and a dozen men.

R. A. Young is fitting up the old elevator building at Rock City, Ill., in first-class style for a seed corn drying house, and will make a special effort in the seed corn business.

The Winona Seed Co. has secured the elevator occupied by the Western Elevator Co., at Stewartville, Minn., and will run the plant in connection with its warehouse, with August Kath in charge.

Imports of seeds in the Philippine Islands during the 9 months prior to April 1 amounted to 84,037 lbs.; compared with 66,939 lbs. for the corresponding period of 1904-5, as reported by the War Dept.

A seed dealer in Germany writes C. A. King & Co.: The weather for the growing of red clover is the finest we can have. If this weather continues a fortnight we shall have the biggest crop on record.

Burglars entered the Iowa Seed Co.'s store at Des Moines, Ia., Sept. 3, and stole a small sum from the cash drawer. Contents of the desks were scattered over the floor, but the two safes were not opened.

The clover seed crop this year will be very irregular. Acreage is short. Some sections are securing a good yield of Mammoth, better than was expected earlier. Large majority predict a short crop. It is late. Too early to tell definitely about medium, which constitutes most of the crop.—C. A. King & Co.

E. Brown, botanist in charge of the seed laboratory at Washington, states that the names of dealers and sellers of adulterated seeds are not published when the samples are sent in by others than the agents of the Dept. This is necessary in order to prevent injustice to seed dealers by a mistaken buyer alleging a purchase of seed to have been made of him, when in fact the adulterated seed was procured elsewhere.

Neither sight nor touch is equal to the task of grading corn into the size suited to the corn planting machine. The sizing of seed corn requires a mechanical device. A number of grading machines were put on the market last season, and the flattering results in increased yields

obtained by the users is encouraging their neighbors to buy the machines. The use of the grader insures that the right number of kernels will be planted in each hill of corn.

Among the 49 varieties of wheat experimented with the past year by the Purdue Agri. Exp. Station at Lafayette, Ind., the following were the best yielders: Gold Coin, 49.7 bus.; Grains O'Gold, 45.3 bus.; Economy, 45.7 bus.; Farmers' Trust, 45.7 bus.; Shepard's Prolific, 45.8 bus.; Niagara, 49.3 bus.; Earle's Prolific, 46.3 bus.; Pearl's Prolific, 49.2 bus.; Harvest King, 50 bus.; Rudy, 53.8 bus.; Nigger, 47.8 bus.; Abundance, 45.7 bus.; Reliable, 45.3 bus.; Egyptian Amber, 50.5 bus.; Farmer's Friend, 49.3 bus.; Turkish Red, 49 bus.

With a continuance of the present perfect weather for another three weeks we are in for a bumper crop of English red clover. American seed seems already in the hands of speculators. Canadian will not be marketed for some time yet. Hungarian, Russian, German and French seem doubtful, but the time is yet young. Chilians are coming out freely as usual, but are firmly held, which is accentuated by the terrible earthquake lately experienced; whether much, if any, of the crop has been destroyed time alone will show.—London Corn Circular.

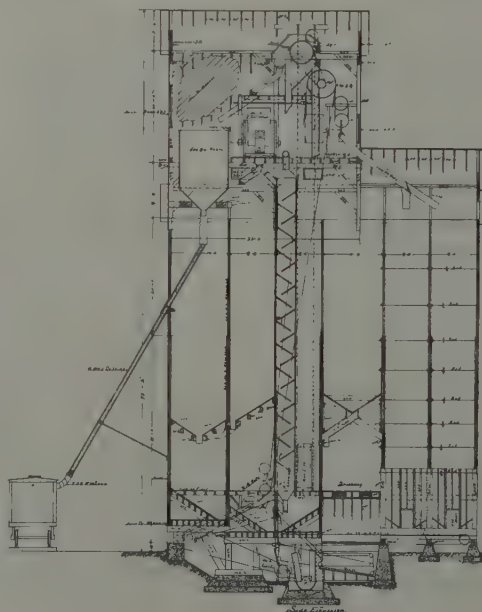
Baltimore received during August 590 bus. clover seed and 4,816 bus. timothy seed; compared with no clover seed and 774 bus. timothy seed during August, 1905. For the 8 months of this year prior to Sept. 1 receipts have been 16,096 bus. clover seed and 20,017 bus. timothy seed; against 25,680 bus. clover seed and 8,710 bus. timothy seed received during the corresponding months of 1905. The exports during the past 8 months have been 3,899 bus. clover seed, and 14,869 bus. timothy seed; against 16,530 bus. clover seed and 12,295 bus. timothy seed exported during the corresponding 8 months of last year.

Chicago received during the week ending Sept. 8 1,892,000 lbs. timothy seed,

131,000 lbs. clover seed, 665,000 lbs. other grass seeds and 36,900 bus. flaxseed; compared with 1,783,000 lbs. timothy seed, 31,000 lbs. clover seed, 666,000 lbs. other grass seeds and 27,900 bus. flaxseed, for the corresponding week a year ago. Shipments for the past week have been 676,000 lbs. timothy seed, 72,500 lbs. clover seed, 1,788,000 lbs. other grass seed and 1,200 bus. flaxseed; against 927,500 lbs. timothy seed, 50,000 lbs. clover seed, 1,763,000 lbs. other grass seeds and 6,000 bus. flaxseed shipped during the corresponding week of last year.

In the protest of Henry Nungesser & Co. against the assessment of duty on spurry and seradella seed the general appraiser at New York has recently decided that "The seed of field spurry or common spurry (*spergula arvensis*) and of seradella (*ornithopus sativus*) are free of duty under the provision for "all flower and grass seeds" in paragraph 656, tariff act of 1897, and are not dutiable under the provision for "seeds of all kinds, not specially provided for," in paragraph 254 of act." Appraiser Waite said: Duty was assessed at 30 per cent ad valorem under the provision for "seeds of all kinds not specially provided for" in paragraph 254 of the tariff act of 1897. It is claimed in the protests that the seeds are free under paragraph 656, exempting among other things all flower and grass seeds. The evidence in this case shows that common spurry and seradella are used for forage purposes in much the same way as sainfoin, vetch, and clover, and that they may fairly be classed with the so-called "artificial grasses" that are now included in the accepted definitions of the term "grass," given its common rather than scientific meaning.

The European grain moth, *Tinea granella*, was found last year in abundance in a mill in Canada, but there is yet no evidence of its establishment as a pest in the United States.



Longitudinal Section of 80,000-Bu. Elevator.



## Plan of 80,000-Bu. Elevator.

The large elevator shown in the plans given herewith was designed to be erected at East Dunn, Ind., in the northwestern part of the state on the Indiana Harbor Railroad, for W. F. Starz & Co., of Fowler, Ind., and the plant includes elevator building, engine room, cob house and office building.

The elevator is of crib construction, 36x52 and 92 ft. high, having storage for 80,000 bus. The driveway runs thru the house near the middle, the bins on one side of the driveway being hopped to leave a tunnel for a chain drag from the bins, passing under driveway to elevator boot. Wagon dumps have each a chain drag to empty sinks. Ten of the bins extend down to the basement, their hopping being below the working floor, adding considerably to the storage.

Two 500-bu. hopper scales are placed in the cupola, with a No. 4 Cornwell

Corn Cleaner, cobs going thru a galvanized iron spout to cob house, 24x23 ft. 6 in.

A grain purifier is part of the equipment, and consists of an air shaft containing a number of deflecting plates. The shaft is 3 ft. square, and extends from the working floor to the cupola floor along the man lift, the fumes which rise to the top being drawn off by a fan.

Two stands of elevators with 15x7-in. buckets elevate the grain, the boot of the leg next the Constant Corn Sheller in the basement being a little lower than the other. The loading spout is of 8-in. well casing, and gives grain such a fall that cars are filled to the roof without shoveling.

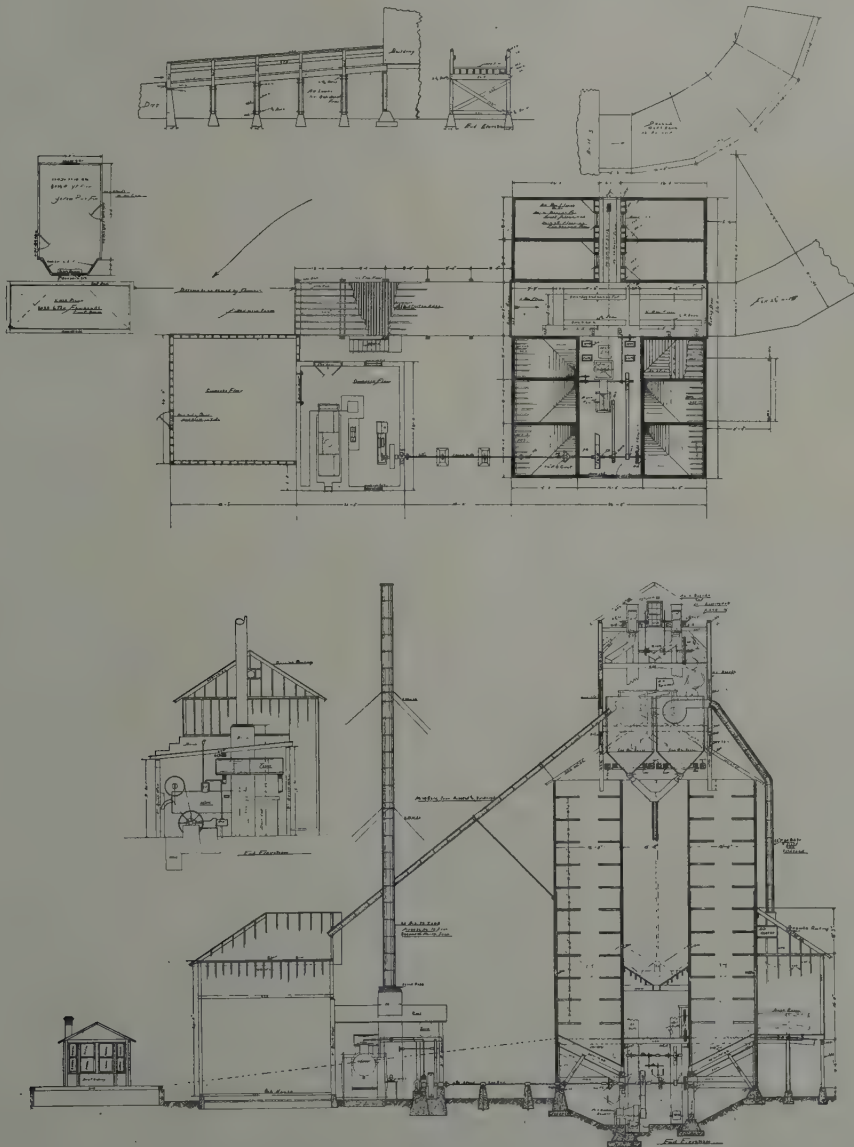
The steam engine is housed in a brick building, 20x24, adjoining the cob house and 20 ft. distant from the elevator. The cobs are at hand to use as boiler fuel. The cob house and office are studded, and

the foundation walls of the elevator are of concrete. The engravings herewith show cross section, longitudinal section and floor plans. The house was designed by the Reliance Construction Co.

The wheat crop of India is estimated by the *Indian Trade Journal* to be 8,560,000 tons, against 7,582,000 tons last year.

A bill to make uniform the law of warehouse receipts was considered Aug. 28 by the conference of commissioners for uniform state laws at St. Paul, Minn. The draft of the proposed bill was made at the suggestion of the American Bankers Ass'n.

Argentine shipments from Jan. 1 to Sept. 1 have been 78,668,000 bus. wheat, 57,330,000 bus. corn and 16,143,000 bus. flaxseed; compared with 89,814,000 bus. wheat, 56,678,000 bus. corn and 21,096,000 bus. flaxseed for the corresponding 8 months of 1905.



Floor Plan and Cross Section of 80,000-Bu. Elevator.

# Grain Trade News

## ARKANSAS.

Texarkana, Ark.—The Gaines-Ramage Co. has been formed by E. P. Gaines, W. R. Ramage and T. B. Warwick and has taken over the brokerage business formerly conducted by W. R. Ramage & Co. The firm is operating a brick warehouse, which is located on the tracks of the K. C. S. Ry., and will handle all kinds of merchandise.

## CALIFORNIA.

San Francisco, Cal.—Grain bags have declined recently from 10¼ to 9¾ cents.

San Francisco, Cal.—The Gove Bean & Grain Co. will build a plant on the Belt Ry., with a full equipment of machinery.

San Francisco, Cal.—Congestion of the railroad yards has been broken by using pressure on consignees and the imposition of a demurrage charge of \$5 per day.

San Jose, Cal.—The warehouse of the Sperry Flour Co. was damaged recently by fire and 250 tons of grain, a bolting machine and barley mill were destroyed. Loss about \$10,000.

## CANADA.

Regina, Sask.—The Canadian Eltr. Co. has sold its coal sheds.

Kinistino, Sask.—The British America Eltr. Co., of Winnipeg, will build an eltr.

Kamsack, Sask.—The British America Eltr. Co., of Winnipeg, is building an eltr.

Elkhorn, Man.—Jas. Pierce will buy grain this season for the Northern Eltr. Co.

Winkler, Man.—The Northern Eltr. Co. has installed a new gasoline engine in its eltr.

Ft. William, Ont.—The work of taking down the wrecked Ogilvie Eltr. has been nearly completed.

Vonda, Sask.—Work has been commenced on the eltr. for the Canadian Eltr. Co. by E. H. Smith.

Weyburn, Sask.—The Dominion Eltr. Co., the Weyburn Lumber & Eltr. Co. and N. D. McKinnon & Co. are building eltrs. here.

Regina, Sask.—Experiments in the production of denatured alcohol are to be undertaken by Dr. Charlton for the Saskatchewan government.

Winnipeg, Man.—Henry Johnstone, a prominent grain merchant of New York City, has applied for membership in the Winnipeg Grain Exchange.

Quyon, Que.—The eltr. and mill of the Dowd Milling Co. burned Sept. 3. The fire is supposed to have been started by defective electrical apparatus. Loss about \$75,000.

Winnipeg, Man.—Geo. D. Cameron, who has been agt. for the Duluth Eltr. Co. at Cando, N. D., has been appointed superintendent for the British America Eltr. Co.

Montreal, Que.—The 200,000 bus. of wheat, which was damaged during the fire Aug. 14 in the eltr. of the Ogilvie Flour Mills Co., was sold recently for 60 cents per bu.

Winnipeg, Man.—F. W. Upham, formerly of Milwaukee, will in the future have charge of the option business of McLaughlin & Ellis, and he will personally attend to the execution of all orders.

Ft. William, Ont.—A special wheat train bound for Ft. William was wrecked Sept. 1 in a head-on collision near Sunshine, a station 28 miles west of here. The 2 cars behind the engine were smashed.

Winnipeg, Man.—The McCabe Eltr. Co. incorporated, \$150,000 capital stock. Incorporators, George H. McCabe, Grafton, N. D.; Jas. McCabe, Minneapolis; Wm. J. McCabe, Wilton, N. D.; and Geo. Wilson, Duluth.

Winnipeg, Man.—The board of the Winnipeg Industrial Exhibition has decided to again offer the same prizes for grains in 1907 that were offered this year. A prize of \$500 was offered for wheat. A splendid exhibit is expected next year.

Midale, Sask.—Work has been commenced on the eltr. for the Farmers Eltr. Co. E. Johnson has the contract. A Mr. Johnson from Minnesota is trying to secure a site for an eltr. from the C. F. Ry., but so far has been unsuccessful.

Winnipeg, Man.—The contractors for the new Grain Exchange building have asked an extension of several months' time for the completion of the contract, claiming that they will not be able to complete their work as the contract calls for by Sept. 1, 1907.

Ft. William, Ont.—The construction of eltr. terminals for the G. T. P. Ry. will probably begin this fall reports Chas. M. Hays, pres., who with the general mgr., F. W. Morse, is making a tour of inspection of the work already completed on the line.

Winnipeg, Man.—The Saskatchewan & Western Eltr. Co. incorporated, \$200,000 capital stock. Incorporators, Jas. J. Sinclair, Stephen, Minn.; John Sinclair, Argyle, Minn.; Frank E. Topper, Radisson, Sask.; John T. Haig and Chas. E. Williams, Winnipeg.

Alexander, Man.—The Alexander Milling Co., of Brandon, has purchased the Lewis Eltr. and will buy wheat here for its mill. The house has capacity for 30,000 bus. The company now has eltrs. at Abernethy, Balcarres, Kemnay, 2' at Brandon and 1 at Alexander.

Pincher Creek, Alta.—The Pincher Creek Mill & Eltr. Co. has been organized with \$35,000 capital. The mill here will be purchased and its capacity increased to 100 barrels. The officers of the company are: M. McDonald, pres.; C. Kettles, vice-pres.; M. B. Heath, of Calgary, secy.

Portage la Prairie, Man.—Tracklaying on the Grand Trunk Pacific will begin here this week. A number of locomotives and cars have arrived here, where an immense supply depot has been established. The section from Touchwood Hills to Saskatoon is to be graded by the end of the year.

The government charges us \$30 for weighing out a cargo at Fort William and we get no benefit whatever, and no protection whatever. We have to take the

eltrs. own figures for outward weights, as the government has nothing to show for this.—Capel Tilt before the grain commission.

Winnipeg, Man.—Last year 13 per cent of the grain inspected at this city was rejected for smut, says Geo. H. Clarke, chief of the seed division. The highest percentage rejected for smut in other years has been only 3 per cent. The increased percentage of smut is said to be the consequence of farmers sowing dirty seed.

Montreal, Que.—The Sherwin-Williams Co., of Cleveland, O., is installing a linseed oil plant in a building in the rear of its present plant at Point St. Charles. Two steel tanks have been built, each having capacity for 50,000 bus. and 10 presses have been set up. The plant is to be in operation by Nov. 1 and will cost about \$125,000.

Tiffin, no P. O., Ont.—The large eltr. for the G. T. P. Ry. has been about completed. The company contemplates the building of additional eltr. capacity in order to handle the grain from Ft. William. The G. T. P. Ry. also contemplates the double tracking of its line from Midland to Port Hope in order to prevent a wheat blockade at Tiffin or Midland.

Winnipeg, Man.—Before the grain commission Chief Grain Inspector D. Horn said: I find a good many plugged cars, and grade according to the lowest sample in the car. I believe it is good to discriminate in case of the first car, but we keep a record of all shippers who try to plug cars, and we condemn their grain to the lowest sample in the car if they persistently ship plugged cars.

Toronto, Ont.—At the recent annual meeting of the Dominion Millers Ass'n the central wheat buyer reported having bot the past year over 2,000,000 bus. wheat for 151 millers, including 17 who were not members. The office made a profit of \$4,000, bot the wheat a fraction to 5c cheaper per bu., and returned \$1,184 to purchasers. S. W. Vogan of Walkerton, Ont., was elected pres., and Chas. B. Watts of this city, secy-treas.

Vancouver, B. C.—Rice infested with weevil and worms consigned to the local rice mills has been found to be so alive with insect life as to unfit the cereal for food no matter what treatment is given. Much of the rice is passed after fumigation with bisulfid of carbon; and Provincial Inspector Thomas Cunningham has declared that all of the rice containing traces of animal life would be fumigated. Ten thousand sacks of rice are awaiting inspection.

Winnipeg, Man.—Geo. Bryner and David Forgy, who are wanted here on a charge of obtaining money under false pretenses in their bucket-shop in this city, have been arrested in the states, one in Minneapolis and the other in Duluth. The pair operated bucket-shops in Winnipeg, Neepawa, Ft. Frances and Gladstone until about a year ago under the name of Hallday & Co. The government failed to make out its case and the men were released after the first hearing.

Winnipeg, Man.—The grain men returned Aug. 24 from their trip thru the wheat fields of the west very much pleased with the trip and the hospitality shown them. The special train covered 2,080 miles and the estimates of the total yield of wheat varied from 74,500,000 bus. to 95,000,000 bus. The party was met at Edmonton by the mayor and prominent citizens, who escorted them thru the city.



in automobiles and entertained them royally in the evening at the Edmonton Club. This program was also followed at Calgary and Medicine Hat. The entire party declares that as far as personal comforts went the arrangements of Secy. F. O. Fowler could not have been exceeded.

Winnipeg, Man.—A. R. Hargraff testified before the grain commission that the terminal eltr. charge of  $\frac{3}{4}$  cent for the first fifteen days was excessive, but charge following that of  $\frac{3}{4}$  cent for any part of a month was certainly unfair. He said the insurance account had always been excessive, and probably it was not any more excessive now than when the grain men did the insuring themselves. Before the present system came in, the grain men had to carry insurance in several eltrs. in order to be sure their wheat was covered. He thought it would be more satisfactory to the trade if the eltr. charges were figured out day by day.

Port Colborne, Ont.—The contract for the erection of the large government eltr. has been let to Peter Lyall & Sons by the Dept. of Railways & Canals. This house is to be an important link in the government system of grain transportation from the great lakes down the St. Lawrence River to Montreal. The house will transfer grain from large steamers to smaller boats at the entrance to the Welland Canal. It will be equipped with 4 marine legs of a total capacity of 80,000 bus. per hour, and 9 stands of elevators with a capacity of 22,000 bus. each per hour. The bins are to be of steel, 14 ft. square and 75 ft. deep, the hopper bottoms and exterior walls to be of reinforced concrete. Instead of the usual hopper scales all grain will be weighed thru automatic weighing machines.

Winnipeg, Man.—The grain commission at its recent hearings has taken considerable testimony on the practices of the trade with regard to inspection, insurance, shortages, weights and liability of the railroad. T. H. Hatchard, representing the International Eltr. Co., stated that his company had cases where cars sent from St. Boniface to Fort William were reported short 7 to 25 bus., and that the railroad refused to make good the loss, alleging the natural shrinkage of wheat is  $1\frac{1}{2}$  per cent per week. The company is now pushing a claim on 9 cars showing an aggregate shortage of 141 bus. Secy. Bell testified that the charge for insurance was the same whether the wheat was worth 40 cents or \$1 per bu., and regardless of the character of the building, whether tile, steel or wood.

Winnipeg, Man.—The wheat inspected during the 12 months prior to Sept. 1, as reported by David Horn, chief grain inspector, amounted to 65,850,000 bus., the highest total in the history of western Canada. The next highest total was in the crop year ending Aug. 1, 1902, when 53,700,000 bus. were inspected, while the total for last year was but 39,000,000 bus. The total amount of each grade of wheat for the past year was: 651 cars No. 1 hard, 33,687 cars No. 1 northern, 13,317 cars No. 2 northern, 2,407 cars No. 3 northern, 3,623 cars No. 1 rejected, 4,363 cars No. 2 rejected, 2,432 cars rejected and 214 cars of winter wheat. Other grains inspected during the year ending Aug. 31 were 61,542 cars of oats, 1,357 cars of barley, 503 cars of flax and 8 cars of rye; compared 1,824 cars of oats, 390 cars of barley, 288 cars of flax and 2 cars of speltz, but no rye, for the corresponding period of 1904-5.

Winnipeg, Man.—The following grades have been designated by the council of

the Grain Exchange as those for which bonded bin accommodation is required for export of Manitoba grain via the ports of New York, Philadelphia, Baltimore and Boston: No. 1 Manitoba wheat, Nos. 1, 2 and 3 Manitoba northern wheat, No. 4 Manitoba wheat, No's 1 and 2 Manitoba oats, No's 1 and 2 Manitoba oats and No. 3 Manitoba barley. The council, as required by by-law 9 of the Exchange, defined the contract grades of grain by passing Aug. 30 the following resolutions: Resolved that No. 1 northern be made the contract grade for wheat for the season 1906-07, with the privilege of delivering No. 1 hard on contracts at one cent premium over No. 1 northern; with the privilege of delivering No. 2 northern on contracts at a three cent discount under No. 1 northern; and the privilege of delivering No. 3 northern on contracts at ten cent discount under No. 1 northern. This resolution to take effect on Oct. 1, 1906. Resolved, that No. 2 white oats are made the contract grade for oats for the season of 1906-07, with the privilege of delivering high grade oats on contracts. This resolution to take effect on Oct. 1, 1906.

## WINNIPEG LETTER.

Lang, Sask.—The Prudential Exchange Co. is building a 45,000-bu. eltr.

Vegreville, Alta.—The British America Eltr. Co. and W. Parker & Co. are building eltrs. here.

Creelman, Sask.—The Western Canada Flour Mills Co., of Winnipeg, has purchased a site here on which to erect a 30,000-bu. eltr.—R. F. R.

Shoal Lake, Man.—Randall & Greenshaw have received a bonus of \$15,000 from this municipality to erect their mill and eltr. here.—R. F. R.

In addition to the 27 eltrs. being erected along the line of the C. N. Ry. by the British America Eltr. Co. the Peavey Grain Co. is building 15 houses along the same system.

An offer has been made to grain men by the Canadian Pacific Ry. to take wheat from Port William and Port Arthur eltrs. by the all rail route for the same price,  $5\frac{1}{2}$  cents, as charged by the lake route.

The C. N. Ry. anticipates, as a result of interesting the Peavey companies in its terminal houses at Port Arthur, that it will secure a greater share of the grain trade than in previous years, and that the capacity of these storehouses will be trebled within a short time.

Grain men are greatly interested in the Peace river harvest, which was all over by the beginning of August, according to this week's information. Wheat acreage is constantly increasing. The Grand Trunk Pacific will build a line into this territory. At present the Hudson Bay Co. buys all the grain.

Montreal, Que.—The Grand Trunk Pacific Town & Improvement Co. incorporated, \$5,000,000 capital stock, to make improvements and erect buildings along the route of the Grand Trunk Pacific Ry. The charter includes the privilege of erecting grain eltrs. Incorporators, C. M. Hays, F. W. Morse and W. Wainwright, all of Montreal and officials of the Grand Trunk Pacific Ry.—R. F. R.

Grain men do not find the big milling companies entering into competition with them this season as felt in previous seasons. Some of the large mills have enough grain to keep them running until the end of December, and one big company has not yet placed buyers on the road, and will not for a month. In pre-

vious years the output of the farmers was bought standing, but a different policy is being pursued this year.—C.

## CHICAGO.

Memberships in the Board of Trade are selling for \$2,850.

Buckley & Co. have succeeded Pratt & Buckley. C. B. Phillips is mgr.

Scotten & Snyder have do a grain receiving business in addition to their commission trade.

H. D. Wetmore & Co. have removed from the Postal Telegraph bldg. to No. 5 Board of Trade.

Creditors of the defunct firm of W. H. Laidley & Co. are receiving a final and only dividend of 3.22 per cent.

Edw. C. Travis, of San Francisco, Cal., has succeeded John W. Hirst as western mgr. for the American Linseed Oil Co.

St. Paul and Fulton Annex Eltrs. are being taken down for the St. Paul road by the Western Wrecking & Lumber Co.

The Pennsylvania line has advised agents not to accept shipments of oats destined to Baltimore except for export.

The grain and hay teamsters have been granted an increase of 50 cents per week by the local ass'n of hay and grain dealers.

The National Malting Co. incorporated, \$15,000 capital stock. Incorporators, Wm. Wilhartz, Albert S. Loewer and Isadore Wolfsohn.

This city will not be deprived of its corn carnival, tho the festival was given up by the trade ass'ns. The managers of an amusement enterprise are arranging a corn carnival to be held Sept. 26 to Oct. 14.

The Goemann Grain Co., which was reported to have been dissolved, is still doing business, but under an Ohio charter. The report originated thru Mr. Goemann giving up the charter for his Illinois corporation.

W. K. Mitchell, formerly of the Calumet & Western Eltr. Co., and H. S. Kennedy, secy. of the Millers National Federation, have formed the firm of Mitchell & Kennedy and will do a grain commission business.

Three employees of the American Cereal Co. at its plant at 16th and Dearborn streets were seriously injured Sept. 1 when a puffed rice machine exploded. It is feared that the eyesight of 2 of the men may be permanently injured.

Inspected receipts of grain at Chicago during August included 7,687 cars of wheat, 4,334 cars corn, 6,732 cars oats, 129 cars rye and 386 cars barley; compared with 4,346 cars wheat, 8,645 cars corn, 8,637 cars oats, 203 cars rye and 276 cars barley during August, 1905.

E. M. Higgins, who recently succeeded G. E. Marcy as 1st vice-pres. of the Armour Grain Co., will retire from business March 7 next and will spend at least a year in travel abroad. Mr. Higgins has been connected with this company for 16 years, before which he operated a country eltr. in Nebraska.

Z. R. Carter, former pres. of the Board of Trade, was married Sept. 5 to Miss Maud Wardell. Other marriages soon to be celebrated in the Carter family are those of Miss Lillian Carter to John D. Miller, Jr., of Rockford, and Roscoe D. Carter, son of Z. R. Carter, to Miss Marjorie Miller, of Rockford.

The Hirst & Bagley Linseed Co. has been organized by John W. Hirst, who

has resigned as western mgr. for the American Linseed Oil Co. The new company is building a crusher on the river. It contemplates, in addition to its regular business, the manufacture of Chinese nut oil and will experiment with the by-products of it.

The proposition to reduce the commission rate on futures from  $\frac{1}{4}$  to  $\frac{1}{8}$  per bu. as formerly, was defeated by a vote of 627 to 177 on Sept. 5. A circular favoring the reduction and indorsed by 26 outside firms was sent out by Bartlett, Frazier & Carrington; while a circular favoring giving the present rule a longer trial, indorsed by nearly 50 firms, was sent out by Finley Barrell & Co.

The applications for membership in the Board of Trade made by Chas. G. King, Melborn McFarlin, Chas. A. Sweet, Herbert Wadsworth, Jr., Robert H. Livingston and Jas. H. Hamilton have been approved by the directors. Sylvester M. Rose, Hugh Blythe and Geo. H. Lyons have applied for membership. The memberships of Robert E. Annin, H. D. Tade, Samuel E. Baker, C. E. Wheeler and Geo. E. Pierce have been sold.

The call committee has recently given a ruling that cars of which samples and notices of arrival have been received after date of sale may be applied on contracts made on the call. The term "or better" as applied to corn and oats shall be understood as referring to the grade and is not to be construed as inhibiting the payment of a premium for the delivery of grain of a better color than is called for in the contract.

A protest against the order by the eastern trunk lines that no Bs/L be issued until the grain is loaded in cars at Buffalo has been forwarded by E. B. Boyd, mgr. of the transportation dept. of the Board of Trade. It has been the custom to issue thru Bs/L from Chicago when the grain was shipped. The new rule will require that the bills be sent from Chicago to Buffalo, unless arrangements are made for their issuance there. The delay in sending bills sometimes loses the sale.

Light loading of grain cars contributes so much to the car shortage that representatives of the eastern lines have called the attention of shippers to the minimum weights governing export grain as published in their individual tariffs, which are: Barley, buckwheat, corn, kafir corn, rye and wheat, minimum car load weight marked capacity on the car. On oats the car load minimum weight is 60,000 lbs. except when the loading capacity of the car is less, in which case the loading capacity of the car is to be the minimum weight, but not less than 35,000 lbs.

## COLORADO.

Julesburg, Colo.—The 20,000-bu. eltr. for the John Cass Lumber Co. has been completed.

The government will establish in eastern Colorado at Limon, Eads or Flagler, an exact duplicate of the experiment station at Cheyenne, Wyo., to be devoted to problems of dry farming.

Ft. Collins, Colo.—Valuable suggestions on seeding fall wheat are contained in a circular just issued by W. H. Olin of the State Exp. Station, who says that winter wheat is the best yielder and a very desirable milling type, and gives the names of farmers who have pure turkey red wheat for sale. The ground gives best results when spring plowed and given summer culture treatment. Turkey red wheat should be seeded with a good

grain drill on ground well firmed and worked down so it will not be so readily and easily dried out. In case the ground has not been given summer culture, it should be early fall plowed, disked thoroughly, planked or leveled and smooth harrowed to maintain the earth mulch. While winter wheat has been known to make a crop seeded so late in the fall that the seed did not sprout until the following spring, yet it is always desirable to seed sufficiently early for the grain to get a good start before winter sets in. Mr. Olin is firmly convinced that late September or early October seeding is preferable to late October or early November seeding.

## IDAHO.

Idaho Falls, Ida.—Hubbell Bros. have overhauled and enlarged their eltr.

Lapwai, Ida.—The Vollmer-Clearwater Grain Co. of Lewiston, has completed a 50-ft. addition to its warehouse and has installed a gasoline sack piler.

Rigby, Ida.—Dan McCarthy and Richard Later gave it out about 6 months ago that they would build a large grain eltr. Stone was hauled to ground on the O. S. L. Ry., but nothing has since materialized. Probably nothing will be done this fall. The Rigby Milling Co. has completed a large warehouse to store mill stuffs. The company claims that it will be able to handle a great deal more grain this winter than during the past seasons.—Geo. E. Hill, secy. Rigby Hardware, Lumber & Mfg. Co.

## ILLINOIS.

Pontiac, Ill.—The Farmers Eltr. Co. is repairing its eltr.

Voorhies, Ill.—J. M. Camp, of Bement, is the only dealer here.—S.

Hettick, Ill.—Killam & Purle have succeeded Wilton & Bigsby.—S.

Parnell, Ill.—B. T. Railsback Sons, of Hopedale, have succeeded J. W. Puett.—S.

Kinsman, Ill.—J. T. Harty has purchased the eltr. of the Highland Grain Co.

Rankin, Ill.—The Rankin Grain Co. and Pickard & Thom have repainted their eltrs.

Urbana, Ill.—Peter Johnson, formerly at Fisher, is building an eltr. at East Urbana.

Galva, Ill.—The Thayer Grain Co. has purchased the grain eltr. of V. L. Short.—Galva Grain Eltr. Co.

Parnell, Ill.—T. H. Pletsch has recently painted his eltr. and has just completed the installing of a Boss Car Loader.—S.

Warrensburg, Ill.—Victor Dewein, formerly of Faith & Dewein contemplates engaging in the grain business elsewhere.

St. Jacob, Ill.—L. W. Adler has purchased for \$850 the eltr. of the late Fred Sohler. The residence property sold for \$2,820.

Matteson, Ill.—C. L. Dougherty & Co., of Chicago, have about completed the 40,000-bu. steel tank which is to be used for storing grain.

Doran, Ill.—The Mattoon Grain Co. has sold its plant here to the Farmers Eltr. Co., which will take possession Sept. 20.—John Milton Cox.

Mansfield, Ill.—C. M. Dauberman is occupying the position of cashier of the

First National bank, pending the appointment of a cashier to fill the recent vacancy.

Fisher, Ill.—C. M. Ricketts of Sidney, has purchased one-half interest in the grain, coal and feed business of R. T. Miles, and the firm name will be Miles & Ricketts.

Decatur, Ill.—The Suffern-Hunt Starch Co. incorporated, \$50,000 capital stock, to manufacture cereal products. Incorporators, Wm. H. Suffern, Carrie A. Suffern and Annie P. Hunt.

Harris, Ill.—The only dealers here are the Cleveland Grain Co. and the Zorn Grain Co. The latter operates the eltr. owned by Hollowell & Bro. and Mr. Hollowell manages the business for the Zorn people.—S.

Frankfort, Ill.—Instead of conducting the grain business under the name Engelhart-Borms Co., as stated in this column Aug. 25, Mr. Borms, who is the sole owner, will operate as an individual, E. Borms.

Wapella, Ill.—We have recently painted our eltr. and otherwise improved it. Our mgr., G. W. Miller, has been sick 12 weeks with typhoid fever and Mr. Scott is temporarily managing the business.—Thorpe, Scott & Co.

Plano, Ill.—Jeter & Jeter are remodeling their eltr. The house will be raised 12 ft., a new roof will be put on with an 18-ft. cupola extending the width of the building and 2 modern dumps will be built and enclosed.

Champaign, Ill.—J. B. Walton, of J. B. Walton & Sons, grain dealers, died Sept. 2 after an illness of 2 months, aged 68 years. Mr. Walton engaged in the grain business in 1873 at Thomasboro, at which town the firm still operates an eltr.

Hopedale, Ill.—Chas. L. Smith, who has succeeded Schulte & Smith, has completed a 30,000-bu. eltr. He has installed a car puller, passenger eltr. and drop loader, and contemplates putting in a McLeod Automatic Scale.—S.

Sullivan, Ill.—Charles Reed, 13 years old, was smothered in one of the eltrs. Sept. 1. While playing with another lad the boy slipped and fell, and was covered with 12 ft. of shelled corn. The men ran to his aid, but he was dead when dug out.

Garrett, Ill.—Jas. K. Horton, a farmer, has purchased the 25,000-bu. eltr. of the C. A. Burks Grain Co. L. E. Powell, who has had charge of the eltr. since it was completed, will remain with Mr. Horton and assist him in operating the eltr. and coal yard.

Owaneco, Ill.—Geo. Ritscher recently sold his eltr. and lumber yard for \$7,500 to Chas. Bradley of Owaneco, and Mr. Webb, of Assumption, but changed his mind shortly after selling the plant and bot it back at an advance of \$500 over the price he sold it for.

Princeville, Ill.—An attempt was made Aug. 25 to burn the eltr. of Richard Cox, but it was unsuccessful. A bundle of straw was found under a corner of the eltr. to which a match had been applied, but the straw failed to ignite. Detectives are endeavoring to discover the culprit.

Randolph, Ill.—Wm. Zierfuss, who bot P. Steiner's eltr. several months ago, is operating the house for the account of the Rogers Grain Co. Mr. Zierfuss is manager and employs an assistant. Under the ownership of Mr. Steiner the house also was operated by the Rogers Grain Co.

Weston, Ill.—Tho the affairs of the



Weston Grain Co. have not been settled by the court, the farmer stockholders are bent on staying in the grain business no matter what the cost. Several stockholders met recently and contributed to a pool to buy grain with R. J. Stewart as buyer.

Pontiac, Ill.—L. H. Hodgman, of Livingston, was painfully injured recently at the eltr. of the Farmers Eltr. Co. A workman, who was repairing some spouting in the tower of the eltr. dropped his hammer, which fell 50 ft., striking Mr. Hodgman on the head and inflicting a severe scalp wound.

Warrensburg, Ill.—The grain men here forgot for a day all about oats and corn and took to sport to drive away dull care. Grain men usually do a thing well if they do it at all, and the field day meet, ball game and chicken fry in which they participated on Thursday, Aug. 30 were brimful of enthusiasm.

Danforth, Ill.—Creditors of E. R. Eilts, who disappeared some time ago, have decided to bar the payment of claims of his father, Herman Eilts, for \$20,000 on notes. The liabilities are about \$65,000, and the assets \$18,000. Receiver Geo. Booth has found statements from commission firms showing gains and losses in speculation.

Proportional lake tariffs from Illinois points to Chicago have been issued by the Rock Island, Santa Fe and Burlington on the bases of New York all rail earnings up to this point where through rates are published, when the grain is shipped east via lake. C. & A. proportional lake tariff Illinois points to Chicago, as originally issued, is practically on same basis.

Monticello, Ill.—The Farmers Eltr. Co. is defendant in quo warranto instituted by the Knight Grain Co. on the charge that the co-operative concern is an unlawful monopoly by reason of its ½ cent penalty clause. The trial is being heard Sept. 10. E. G. and Harry Knight bot stock in the farmers company, but the directors of the latter have refused to issue the stock in their names. The stockholders of the co-operative concern control 80 per cent of the land around Monticello and by their penalty clause have driven Williams & Slate out of the business, and their eltr. has been closed.

Peoria, Ill.—Grain receipts at Peoria during Aug. were 199,500 bus. of wheat, 973,400 bus. of corn, 1,878,900 bus. of oats, 52,000 bus. of barley, 21,600 bus. of rye, 3,360 tons of hay and 1,535 tons of mill feed; compared with 175,200 bus. of wheat, 1,130,000 bus. of corn, 1,590,000 bus. of oats, 55,800 bus. of barley, 26,400 bus. of rye, 2,600 tons of hay and 825 tons of mill feed for Aug., 1905. Shipments during Aug. were 224,900 bus. of wheat, 483,200 bus. of corn, 1,290,400 bus. of oats, 17,000 bus. of barley, 10,800 bus. of rye, 383 tons of hay and 3,259 tons of mill feed; compared with 15,600 bus. of wheat, 500,000 bus. of corn, 861,200 bus. of oats, 21,600 bus. of barley, 13,600 bus. of rye, 270 tons of hay and 3,915 tons of mill feed for Aug. last year, as reported by R. C. Grier, secy. of Peoria Board of Trade.

## INDIANA.

Freeland Park, Ind.—McEwan Bros. recently suffered a \$150 fire loss on their plant.

Bowers, Ind.—The plant operated by Jordan & Conarroe was slightly damaged recently by fire.

Kitchel, Ind.—The Kitchel Eltr. Co.

has leased for an indefinite period the eltr. which it is now operating.

Columbia City, Ind.—Orlando Barsh, of Barsh & Christian, hay and grain dealers, died Aug. 26 after an extended illness.

Shelbyville, Ind.—We have sold the mill and eltr. here, advertised in the Journal, and will hold our nine outside plants.—Nading Mill & Grain Co.

Summitville, Ind.—Grain dealers here have been having trouble getting sufficient cars from the Big Four road. The eltrs. have been filled to overflowing.

Shelbyville, Ind.—C. H. Billman and his sons, Otto and Elmer, have purchased for \$25,000 an eltr. and flour mill of the Nading Mill & Grain Co. and will take possession Oct. 1.

Madison, Ind.—The Heise Milling Co. incorporated, \$50,000 capital stock, to operate a flour mill and grain eltrs. Incorporators—Herman H. Heise, Hiram Francisco and Wm. Wattington.

Martinsville, Ind.—F. Branch, the oldest grain merchant here, died recently, but as the business is incorporated it will be continued by his family.—Thornburg Milling & Eltr. Co.

Lebanon, Ind.—Alex. Vangorden has not succeeded Chas. Clark as mgr. here for Jenkins & Cohee, as stated in this column Aug. 10. Mr. Jenkins manages the business, while the eltr. is run by R. F. Slagle.

Indianapolis, Ind.—The appellate court of Indiana has overruled the motion of the State Railroad Commission for a dismissal of the appeal of the Chicago, Indianapolis & Louisville Ry. from an order of the Commission fixing a rate on coal.

Logansport, Ind.—We are operating the old Johnson Eltr., formerly owned and operated by W. E. Hurd, now owned by John D. Ferguson, but leased to us. The new Johnson Eltr., formerly owned by the Johnson Eltr. Co., is now owned by Butler Bros.—McCormick & Richardson.

Logansport, Ind.—The Johnson Eltr. Co. has opened an office and will continue in the business of buying grain, altho its eltr. was sold several weeks ago to Butler Bros. The company will buy grain in car load lots from eltrs. over the state and handle the grain on rail only.

Walkerton, Ind.—B. I. Hosler & Co. have purchased the eltr. of August Schultz and took possession Aug. 28. The members of the new firm are B. H. Palmer & Son, of Ashland, O., and B. I. Holser, who will have personal charge of the plant. A car loader and new scales will be installed and the firm contemplates later greatly enlarging the eltr.

Cook, Cedar Lake P. O., Ind.—The new 15,000-bu. eltr. of the Nichols Grain & Hay Co., erected by the Burrell Engineering & Construction Co., has been started. It contains a U. S. Sheller, one Western Cleaner, a 500-bu. Fairbanks Hopper Scale, a small grain dump, an ear corn dump, and a 15 h. p. Fairbanks-Morse Gasoline Engine.

Wingate, Ind.—The Crabbs-Reynolds-Taylor Co. of Crawfordsville, has completed the rebuilding and improving of its 2 eltrs. here. The west eltr. has been recovered with new steel siding, the machinery rearranged, and new roof has been put on the engine house and the whole newly painted. The east eltr. has been about rebuilt, except for the frame. New boilers and engine, elevating machinery and dumps have been installed

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and an office, scale house and dust house have been built. The capacity has been increased by almost half. A roller mill for grain and all kinds of feed has been installed. Jos. S. Henry is mgr.

Indianapolis, Ind.—John W. Stebens is charged with several grain swindles in which he bot and sold grain by the wagon load without paying for the grain. J. S. Gifford, a dealer, received an order to deliver 150 bus. of oats at a certain barn to J. S. Holliday; but after delivery had been made Mr. Gifford learned that Holliday knew nothing of the order and that the grain had been carted off by Stebens, it is alleged. Stebens bot a load of corn from a farmer, collected his pay from a buyer of the load to whom the farmer delivered it, and disappeared without paying the farmer. Stebens is alleged to have been carrying on similar operations since June.

### INDIAN TERRITORY.

Marlow, I. T.—Clift Bros., of Hastings, Okla., will build an eltr.

Tulsa, I. T.—The grain eltr. of the Oswego Seed & Grain Co., of Oswego, Kan., is being torn down to make room for the freight house of the Frisco line.

Tulsa, I. T.—The Binding-Stevens Grain & Seed Co. is operating the large warehouse built by J. W. Binding, of Wichita, Kan. A large corn plant is being installed and the firm will shell and grind in transit.

### IOWA.

Hayfield, Ia.—Seibert Bros. & Co., of Forest City, will build an eltr.

Goldfield, Ia.—The Farmers Co-operative Eltr. Co. has been organized.

Wesley, Ia.—The Kunz Grain Co. has recently installed a new gas engine in its eltr.

Blanden, Ia.—Bowen & Regur, Des Moines, will increase the capacity of their local eltr.

Palmer, Ia.—Bowen & Regur, of Des Moines, are building a 40,000-bu. addition to their eltr.

Mt. Auburn, Ia.—An unsuccessful attempt was made recently to burn the eltr. of St. Clair & Co.

Duncan, Ia.—C. M. Gowdy has sold his eltr. and lumber yard to John Wray. I remain as mgr.—F. T. Lapitz.

Botna, Ia.—The Urdike Grain Co., of Omaha, has purchased the eltr. of the Loud Milling Co., of Manning.

Fairfield, Ia.—After a pleasure trip thru New Mexico and Utah Geo. D. Henry has returned and taken up business.

Robertson, Ia.—I have purchased the grain and coal business of E. G. Simpson & Co., of Iowa Falls.—Geo. Wadsworth, Iowa Falls.

Clinton, Ia.—Work is being pushed on the new glucose plant of the National Candy Co. and it will probably begin operation early next year.—Chas. K. Liquin, assistant treas. Clinton Grain Co.

Manson, Ia.—The Farmers Eltr. Co. has been organized, with \$4,500 capital, and will buy grain. The officers are: Thos. Griffin, pres.; Jas. Griffith, vice-pres.; J. Gingerich, secy.; B. E. Sebern, treas.

Dysart, Ia.—H. P. Jensen is rebuilding his eltr. which burned July 19. He will install a 20-h. p. Fairbanks Gasoline En-

gine, which is so constructed that kerosene or denatured alcohol can be used in place of gasoline.

Bristow, Ia.—E. R. Dribble & Co. have purchased the eltr. of the Anchor Grain Co. and have taken possession. Geo. Bartow, who has had charge of the house for the Anchor Grain Co., will continue in charge for the new owners.

Swaledale, Ia.—We have purchased the eltr. of Nelson Bros. & Rich and will operate it under the name of the Swaledale Eltr. Co. We are also sole owners of the Meservey Eltr. Co. at Meservey.—H. J. Klemme Lumber Co., Belmond.

Linn Grove, Ia.—The Linn Grove Farmers Eltr. & Supply Co. incorporated, \$25,000 capital stock, to deal in all kinds of grain, flour, feed, live stock and building materials. Incorporators, Ira Hanson, Jas. Morris, A. L. Ebersole and others.

Rock Rapids, Ia.—The Farmers Eltr. Co. of Rock Rapids incorporated, \$10,000 capital stock, to deal in all kinds of farm and dairy products, live stock, building and fencing materials. Incorporators, R. A. Kitchen, N. Hampe, H. F. Borman, and others.

Laporte City, Ia.—The eltr. of Husman & Skinner was badly damaged Aug. 24 by a fire, which, however, was discovered and extinguished before it had made much headway. A box containing a quantity of waste saturated with oil was found where the fire originated, but no clue to the incendiary.

Storm Lake, Ia.—H. L. Hughes has leased the eltr. of the Neola Eltr. Co. and will operate it under the firm name of the Hughes Grain Co. Mr. Hughes managed the eltr. for the Neola Eltr. Co. last season, but this season will operate it independently in connection with his lumber and coal business.

Tipton, Ia.—W. W. Little has purchased the eltr. of the Jas. McCoy Estate and took possession Sept. 6. Mr. Little, who is clerk of the court, will not assume personal management until the expiration of his term as clerk, and Perry Leatherberry, who has managed the eltr. for some time, will remain in charge until that time, some time in January.

Vinton, Ia.—The eltr. owned by the Bryant & Sons Co. burned Sept. 3. The fire was of incendiary origin. The corn crib, which contained a large quantity of corn, was saved. Loss, \$7,500; insurance, \$3,000. An unsuccessful attempt was made to fire the eltr. of the Bickle Grain Co. and the building was also badly scorched from the fire in the Bryant Eltr. The Bryant Co. will rebuild immediately.

Sloan, Ia.—The eltr. of the Sloan Eltr. Co. burned Aug. 16, with 7,000 bus. of corn and a quantity of wheat. The fire is thot to have been started by an overheated shafting at the top of the eltr, as the interior of the house was in flames before fire was discovered near the engine room. Loss, \$11,500; insurance, \$6,500. The Grain Shippers Mutual Fire Insurance Ass'n, in which the insurance was carried, made a settlement Aug. 18 in full.

Sioux City, Ia.—The Commercial Club is selling stock in a company to build a terminal grain eltr., which will be leased to some large grain firm with a view to building up this city as a grain market. The railroads have promised favorable rates if the eltr. is erected. Local banks have agreed to take \$50,000 in bonds. The following committee to work for the grain market has been chosen by the Com-

mercial Club: W. B. Palmer, John McHugh, W. F. Manley, F. L. Eaton, J. C. Kelly, O. J. Moore and C. A. Knapp.

### KANSAS.

Russell, Kan.—H. Fose & Co. have succeeded W. H. Morrison.

Chetopa, Kan.—The Chetopa Mill & Eltr. Co. has been incorporated.

Quenemo, Kan.—The Quenemo Mill & Eltr. Co. incorporated, \$60,000 capital stock.

Topeka, Kan.—The Union Pacific Railroad seed train has been touring the western part of the state.

Overbrook, Kan.—M. W. Cardwell will close down his eltr. and remodel it, preparatory to handling the new crop.

Topeka, Kan.—A joint meeting of all the farmers co-operative organizations in the Mississippi Valley is to be held here Oct. 22.

Lyndon, Kan.—The Quenemo Mill & Eltr. Co., recently incorporated at Quenemo, has purchased the eltr. site of John Rose, whose eltr. burned Aug. 1.

Ellsworth, Kan.—The business of H. Work has been consolidated with the Ellsworth Mill & Eltr. Co., H. Work, pres. and treas., and J. W. Bramblett, secy.

Carbondale, Kan.—Snyder Bros. have completed the remodeling and enlarging of their eltr. New machinery has been installed and the capacity has been increased about 5,000 bus.

Russell, Kan.—The eltr. of the A. J. Poor Grain Co. collapsed Aug. 25 and several thousand bus. of wheat was let out onto the ground. This house was built as a mill about 1870 and was used as a mill until about six years ago, when it was remodeled into an eltr.

Arlington, Kan.—The insurance of the eltr. of the Hoffman Eltr. Co., which burned Aug. 14 was adjusted Aug. 15 and work has been commenced to clear the site, preparatory to the erection of a 20,000-bu. eltr. which will replace the burned house. The contract has been awarded for the rebuilding.

Topeka, Kan.—The state bucket-shop law, which was enacted 7 years ago, is to be enforced by Attorney General Coleman. The law makes it a misdemeanor punishable by fine and imprisonment to operate a bucket-shop and to own a building in which such a shop is conducted and also provides fine and imprisonment for the patrons of the shop. F. S. Jackson, assistant attorney general, says: We will try to drive the bucket-shops out of the state. They can be closed under the nuisance clause of the statute and we can fine and imprison owners of buildings in which bucket-shops are allowed to operate. It will hardly be necessary to collect evidence against the shops, as they are running wide open in many towns of considerable size in the state. They may be considered nuisances and the operators compelled to pay a fine and sent to jail.

Topeka, Kan.—The reciprocal demurrage law is declared valid by Carr W. Taylor, attorney of the state railroad commission, in an opinion given at the request of E. J. Smiley, secy. of the Kansas Grain Dealers Ass'n. Mr. Taylor says: The supreme court held that if enforced as enacted, the Texas law would work a hardship upon the railroad companies, and that while it was likely that some sort of police regulation for the enforcement of prompt service to shippers should be enacted, the law before them



was too drastic. I contend our law more nearly complies with the ideas of the supreme court, so far as can be judged from their opinion, in the matter of penalties. The Texas law provided for a penalty of \$25 a day for failure to deliver cars ordered by shippers. The Kansas law simply provides a penalty of \$1 per day, and this is the same penalty which the railroad company exacts from the shipper who fails to unload cars within a specified time. Our law further provides that the shipper can collect from the railroad company any actual damage which he may sustain, but he must first prove actual damage.

## KENTUCKY.

Muir, Ky.—McDonald & Hughes have succeeded J. F. Woolums, and are shipping all kinds of grain.

## LOUISIANA.

New Orleans, La.—La Baronne Realty Co. will build 3 eltrs. at a total cost of \$23,000.

New Orleans, La.—Rumor has it that the Central Eltr. & Warehouse Co. has canceled the lease held by the J. Rosenbaum Grain Co., and that the Illinois Central Railroad will operate the plant.

Mermenton, La.—The Conover Rice Milling Co. has been incorporated with \$30,000 capital stock to build and operate rice mills and necessary additional buildings. The temporary directors are: W. B. Conover, Matt Yaples, F. Bliss, Geo. Conover and Geo. B. Conover.

New Orleans, La.—The grain committee of the Board of Trade held a conference Aug. 29 with Edgar Brown, botanist of the seed laboratory, and Clyde E. Leighty, expert government chemist, on the opening of the government laboratory at this city, which is to make tests of all grain exported thru this port, for quality and moisture.

New Orleans, La.—Under the new law each sack of feed before being offered for sale must have a state dept. tag and be branded with the guarantee as registered with the state commissioner and the name of brand, manufacturer and his domicile. Millers and dealers are advised by the state board to send a quarter-pound sample with analysis to Commissioner Schuler, for registration.

New Orleans, La.—The grain exports from New Orleans during the 12 months prior to Sept. 1 amounted to 2,612,103 bus. of wheat, 18,182,186 bus. of corn, 3,729,055 bus. of oats and 1,081,075 bus. of barley; compared with no wheat, 17,408,353 bus. of corn, 14,575 bus. of oats and no barley for the corresponding period of 1904-5, and 6,407,592 bus. of wheat, 3,731,768 bus. of corn, 23,322 bus. of oats and 53,737 bus. of barley for the same months of 1903-4, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

## MARYLAND.

Baltimore, Md.—Jas. H. Warren, supervisor of the dept. of weights of the Merchants Exchange of St. Louis, has accepted a similar position with the Baltimore Chamber of Commerce.

Baltimore, Md.—The directors of the Baltimore Chamber of Commerce will appoint a grain inspector for the export eltrs. because of the increased business of this port and the prospects for a larger grain traffic during the coming season.

Myersville, Md.—The Farmers Mutual

Exchange incorporated, \$10,000 capital stock, to operate a warehouse recently purchased, and to build an eltr. The officers are: Geo. T. Gaver, pres.; Marion C. Brandenburg, vice-pres.; Cyrus F. Flook, secy.; Geo. H. Harp, treas.

Baltimore, Md.—Concrete grain storage bins of more than 1,000,000 bus. capacity will be built by the Pennsylvania Railroad Co., to be operated in connection with eltr. No. 3 at Canton. This statement was made by General Agent H. W. Kapp to a committee of the Chamber of Commerce which made a demand for greater facilities.

## MICHIGAN.

Bath, Mich.—S. Cushman & Son are building a 28x40 ft. addition to their eltr.

West Branch, Mich.—The eltr. for the Ogemaw Grain & Seed Co. has been about completed.

Chesaning, Mich.—Lew Thompson has succeeded W. L. Ireland as mgr. for the Chesaning Grain Co.

Prattville, Mich.—The Prattville Grain & Produce Co. has been organized with John McNair pres.

Owendale, Mich.—The Owendale Grain & Lumber Co., recently incorporated, has succeeded Palmer Bros.

Ironwood, Mich.—A bucket-shop of Superior, Wis., has opened a branch office here, and is getting many victims.

Chesaning, Mich.—The safe of the Chesaning Grain Co. was blown open recently but nothing was secured by the robbers.

Alma, Mich.—The Stockbridge Eltr. Co. is overhauling its plant, preparatory to handling the coming crop. A 15-h. p. gasoline engine has been installed.

Lowell, Mich.—The King Milling Co. and Chas. McCarty are remodeling and equipping the old Wisner mill as a bean eltr. They contemplate installing at least 24 new bean picking machines.

Saginaw, Mich.—The Michigan Bean Jobbers Ass'n will hold its semi-annual meeting here Sept. 13 and 14. A large attendance is expected. The delegates are to be entertained with a banquet by Ferrell & Co.

Saginaw, Mich.—Horace and Thos. Johns, formerly of Millington, have purchased the old Wells-Stone Eltr. and will do a general eltr. business, giving special attention to beans, peas, oats, clover seed and other farm seeds.

Detroit, Mich.—Michigan Central Eltrs. A. and B have reduced storage and eltr. charges. The old rate was 1/4c per bu. elevation, including 10 days storage, and 1/4c for each 10 days thereafter. The present rate is just half the old. We presume the other eltrs. will fall into line. —Caughey & Carran.

Clyde, Mich.—We have purchased the eltr. here from John Wager & Co. The storage capacity of the house is 10,000 bus. of grain and 5,000 bus. of beans. We have placed F. H. Warren, of Holly, in charge. Holly and Clyde are the only stations where we have eltrs. and we have no competitors at either place.—McLaughlin Bros., Holly.

## PROGRAM MICHIGAN BEAN JOBBERS MEETING.

The fourteenth annual meeting of the Michigan Bean Jobbers Ass'n will be held at Saginaw, Mich., on Thursday and Friday, Sept. 13 and 14. Sessions will be

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Can easily keep  
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Any Tool firmly attached or detached to the Pocket Knife in a second.

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Use it five days and if not satisfactory return it and I will refund your money.

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Leaves Chicago daily 2:45 p. m.  
Arrives New York - 9:45 a. m.

Leaves New York - 3:55 p. m.  
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Every convenience and comfort for passengers on this train. Seven other daily trains, Chicago to New York.

For information call at City Ticket Office, No. 248 South Clark Street, or address C. L. Kimball, Assistant General Passenger Agent, No. 2 Sherman St.

held in the Bancroft house at 1:30 o'clock Thursday and 9 a. m. Friday.

An entertainment has been very kindly arranged by A. T. Ferrell & Co. and the Saginaw Milling Co., for the evening of Sept. 13, at Riverside Park, to which all those attending the convention are cordially invited. A trip to their plants and an excursion are included, with special entertainment for the ladies who accompany members.

The program follows:

#### THURSDAY AFTERNOON.

Meeting called to order by Pres. J. A. Heath of Lenox, Mich.

Invocation by Rev. W. H. Gallagher.  
Address of Welcome by Mayor Henry E. Lee.

Response by G. F. Allmendinger, Ann Arbor.

President's Address.

Address by Hon. Wm. Alden Smith of Grand Rapids.

Reports of Officers.

Appointment of Committees.

Report of Transportation Committee, A. E. Lawrence, of Mulliken, Chairman.

Report of Arbitration Committee, E. W. Burkhart, of Fowlerville, Chairman.

#### FRIDAY MORNING.

Crop Conditions and the Bean Industry as It is To-Day in New York State, by J. C. McVean, Jr., Scottsville, N. Y.

Crop Conditions and Outlook in Canada, by Thos. Steele, Ridgetown, Ont.

A Comparison of the Crop of 1906 and Its Prospects with that of 1905, by S. M. Isbell, Jackson, Mich.

Michigan Crop Reports by Counties.

General Discussion.

Election of Officers.

Report of Committee on Resolutions.

### MINNEAPOLIS.

The Bosch Grain Co. incorporated, \$50,000 capital stock. Incorporators, Carl G. Bosch and Bertha J. Bosch, Davenport, Ia., A. J. Eliel, of Cedar Rapids, Ia., and R. O. Naegele, of Minneapolis.

The promised reduction by the Great Northern and Northern Pacific of 10 per cent in grain rates from Minnesota points has just been filed with the state railroad and warehouse commission and in some instances amounts to 15 per cent.

Carl G. Bosch the barley merchant and maltster of Davenport, Ia., recently purchased a membership in the Chamber of Commerce, paying the record price, \$5,000. Applications for membership have been made by Geo. C. Smith, P. E. King, Geo. B. Rait, W. L. Benton, David N. Potter, A. J. Eliel and N. V. Schmitt, of Duluth.

Chas. R. Fowler was appointed receiver for the Spencer Grain Co. Aug. 28 by Judge Wm. Lochren. This action was taken in response to a creditors' petition for an order of involuntary bankruptcy, the petition asserting that the company had transferred its business and an eltr., valued at \$55,000, to John H. McMillan. The property has been placed at the disposal of the court by Mr. McMillan.

### MINNESOTA.

Kenyon, Minn.—The Farmers Warehouse Co. will build a 25,000-bu. eltr.

Vesta, Minn.—J. S. Beynon will buy grain this season for Schmid & Anderson.

Fulda, Minn.—The farmers will build an eltr. between Fulda and Iona. J. Segit is secy.

Belleplaine, Minn.—McLaughlin, Ellis & Co. have succeeded the American Grain Co. here.

Clara City, Minn.—We have bot the eltr. here of J. J. Geib & Co.—E. S. Mooers & Co.

Beardsley, Minn.—F. J. Reynolds, of Barry, will buy grain this season for the Farmers Eltr. Co.

Wabasso, Minn.—The Western Eltr. Co. has opened its local eltr., with J. R. McPhee in charge.

DeGraff, Minn.—E. S. Mooers & Co., of Minneapolis, have purchased the eltr. of A. D. Beaudreau.

Windom, Minn.—The Farmers Co-operative Eltr. Co. has purchased for \$4,000 the eltr. of J. Hutton.

Granada, Minn.—C. A. Lehman will buy grain here this season for the Iowa & Minnesota Cereal Co.

Le Sueur Center, Minn.—Thos. Murphy, of Kilkenny, has taken charge of the eltr. for Jas. Quirk.

Hammond, Minn.—The Western Eltr. Co. will tear down its eltr. here and rebuild as soon as possible.

Edgerton, Minn.—F. H. Baldwin has succeeded Alan R. Donaldson as mgr. for the Farmers Eltr. Co.

Winnebago City, Minn.—The Plymouth Eltr. Co. has opened the eltr. here with Fred J. Oligher in charge.

Lynd, Minn.—E. S. Mooers & Co., of Minneapolis, have purchased the eltr. of the New London Milling Co.

Buffalo Lake, Minn.—G. R. Zickrick, formerly at Hutchinson, is the new buyer for the Exchange Grain Co.

Sanborn, Minn.—Wm. Blackman, of Springfield, is buying grain here this season for the Western Eltr. Co.

Worthington, Minn.—The Hubbard & Palmer Co., of Mankato, will open its eltr. here this season with T. C. Ager in charge.

Duluth, Minn.—The Board of Trade has completed the remodeling of its trading room and now finds it much more convenient than formerly.

Lonsdale, Minn.—The Jas. Quirk Milling Co., of Minneapolis, has purchased the eltr. of the Bennett Grain Co. and took immediate possession.

Osakis, Minn.—Investors will do well to keep away from the bucket-shop just opened here by a concern having its headquarters at Superior, Wis.

West Concord, Minn.—The Rex. Eltr. Co., of Minneapolis, has leased for 1 year the eltr. of the John Miller Co., of Minneapolis.—Grant Andrew, agt.

Fairfax, Minn.—F. Bloodow, formerly agt. at Milroy for the Springfield Milling Co. has accepted the position as mgr. for the Farmers Co-operative Eltr. Co.

Erwin, Minn.—G. P. Snyder has purchased a half interest in the eltr. of Stone Bros. and the business will be continued under the firm name of the Erwin Eltr. Co.

Hutchinson, Minn.—The eltr. of the Exchange Grain Co. was struck by lightning recently, but no other damage was done than the tearing of a few shingles from the roof.

Duluth, Minn.—I have associated myself with the T. M. McCord Co. and will be in active charge of the Duluth office.—W. N. Bemis, formerly of Howard & Bemis, Edgerton.

Clara City, Minn.—The Farmers Eltr. Co. has let the contract for the erection

of its eltr. to L. Buege. The house will cost about \$5,800 and is expected to be completed by Oct. 1.

Madelia, Minn.—The Supreme Court of Minnesota recently affirmed a judgment against the defunct Madelia Farmers Warehouse Co., on claims for nearly \$5,000, holding the stockholders liable.

Rushford, Minn.—The Farmers Eltr. Co. has purchased the eltr. from M. Johnson, which he recently purchased from the Rushford Eltr. Co. Mr. Johnson will manage both houses for the farmers.

Raymond, Minn.—The Thorpe Eltr. Co., of Minneapolis, has purchased the eltrs. of the Willmar Milling Co. at Clara City, Lynd and Raymond. Lucas M. Slagter has been retained as agt. here.

LeRoy, Minn.—The LeRoy Fiber Co. has begun operations in its plant and is threshing flax and making tow. This company was organized in April and purchased the plant of the Northwestern Fiber Co.

Duluth, Minn.—Work on the terminal eltr. for the Peavey Eltr. Co. has been delayed because of the difficulty in obtaining materials and it will be some time before it can be used to fill the annex or store grain.

Hastings, Minn.—I have disposed of my eltr. and grain business at Hastings to M. D. Green of Minneapolis, who will operate it. The eltr. is in good condition, has a capacity of 100,000 bus., and a good trade.—J. E. McBride.

Little Falls, Minn.—The Monarch Eltr. Co. will again operate its eltr. here, with Chas. Spilman, of Perham, in charge. The Farmers Exchange, which has been renting the house for some time, has decided not to buy any more grain.

Goodhue, Minn.—The Goodhue Farmers Warehouse Co. has let the contract to Honstain Bros. for the erection of its 25,000-bu. eltr. The house will cost about \$5,000, will consist of 11 bins and will be equipped with dump scales, hopper scales and cleaner.

Duluth, Minn.—Grain men of this city have invited a committee of the North Dakota Bankers Ass'n to visit this city and investigate the handling of grain. The bankers are to be shown that an independent market at the head of the lakes is not needed.

Appleton, Minn.—The W. J. Jennison Co. will build 6 large concrete grain tanks, with a total capacity of 100,000 bus. The tanks will be 75 ft. high, reinforced with heavy bands of steel, and above a cupola will extend the full length of the 2 rows of 3 tanks each.

Kilkenny, Minn.—Our 22,000-bu. eltr. is near completion by the contractors, Allyn Bros. It is equipped with a 22-ft. dump and 100-bu. Fairbanks Hopper Scale. Our old warehouse was torn down and the eltr. is built on the site.—John Murphy, of John Murphy & Co.

New Ulm, Minn.—Bingham Bros. have let the contract for the rebuilding of their terminal eltr. to G. T. Honstain. The eltr. will be about the same size as the old house, but will be built on more modern lines and will cost about \$20,000. The house will be equipped with smut collectors.

Mallory, Minn.—The eltr. of the Minneapolis & Northern Eltr. Co. burned Aug. 31. The eltr. was not in use, having been closed since January, and the fire is supposed to have been started by tramps. It was beyond control when discovered. It was with difficulty that the



eltr. of the St. Anthony & Dakota Eltr. Co. was saved.

Duluth, Minn.—Testimony in the grain taxation suits is being taken by Court Commissioner C. E. Adams. Among those examined are F. E. Lindahl, E. N. Bradley and M. L. Jenks, representing the eltr. companies. The suits were set for trial at the September term, tho the Globe Eltr. Co. has obtained a change of venue to the circuit court.

## MISSOURI.

St. Louis, Mo.—The firm of Siemers & Chisholm has been dissolved.—Siemers & Chisholm.

St. Louis, Mo.—The Lucas & Ensley Co. has succeeded J. R. Lucas & Co. John Mackey is secy.

Kansas City, Mo.—The Murray Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, C. M. Carter, H. J. Nelson, Dale Harmon, and others.

Bloomfield, Mo.—The Farmers Milling & Grain Co. incorporated, \$10,000 capital stock. Incorporators, N. W. Brannock, W. E. Alexander, A. A. Sitz, and others.

St. Louis, Mo.—Henry H. Wernse, of Wernse & Dieckman, died recently at Battle Creek, Mich., after undergoing an operation. Mr. Wernse was pres. of the Merchants Exchange in 1904.

Kansas City, Mo.—The Midland Grain & Stock Co., the incorporation of which was noted in this column Aug. 10, it now develops is nothing but the successor of a big bucket-shop.

Receipts of wheat at St. Louis during August were 2,338,795 bus., against 3,322,854 bus. for the same month last year. The largest August receipts were 6,610,977 bus. in 1892.—W. H.

St. Louis, Mo.—Chas. W. Isaacs has become a partner in the Sherry-Bacon Grain Co. and has been elected pres. of the company. He has been engaged in the eltr. and cash grain business for years.

Kansas City, Mo.—The transportation committee of the Board of Trade has been instructed to demand a revision of the car service rule cutting down the free time for inspection and reconsignment of grain and hay to 24 hours.

St. Louis, Mo.—Henry McGee, mgr. of the Southern Eltr., will succeed Jas. H. Warren Sept. 15 as supervisor of the dept. of weights of the Merchants Exchange. Mr. Warren has accepted a similar position with the Baltimore Chamber of Commerce.

Fortescue, Mo.—The John H. Lynds Mill & Eltr. Co., of White Cloud, Kan., is building an addition to its eltr. here and installing some new machinery. The plant will be able to handle 300 bus. per hour of ear corn and 1,000 bus. of wheat.—D. M. Howard, agt.

Kansas City, Mo.—The Kansas-Missouri Eltr. Co. has been incorporated to operate a 1,000,000-bu. eltr. The officers and directors are: S. B. Schuyler, pres.; W. C. Stith, vice-pres.; A. C. Caley, treas.; F. M. Hickman, assistant treas.; F. W. Ireland, secy.; Geo. J. Gould and W. W. Curtis.

Higginsville, Mo.—While repairing the steel tank of the Higginsville Milling Co., which was bent and buckled during the recent fire, the structure became weakened by the removal of a number of plates and partially collapsed, doing serious damage to the tank. It will probably be necessary to take down the entire tank.

Kansas City, Mo.—An injunction having been granted restraining A. M. McDearmott & Co. from posting the Chicago Board of Trade quotations, its principals incorporated a company to succeed to its bucket-shop business and escape the court's restraint. The practice of changing names daily in order to escape "liabilities" to customers has long been common to Illinois bucket-shops.

Kansas City, Mo.—Prosecuting Atty. I. B. Kimbrell has decided to drop the complaint against the Board of Trade. Mr. Kimbrell states that the rule of the Board of Trade which forbids members of the board from transacting business with members of other organizations connected with bucket-shops "is for the sole purpose of discouraging the unlawful practice of bucket-shopping and kindred abuses in the grain business."

Blodgett, Mo.—The Blodgett Eltr. & Grain Co. has erected a cribbed eltr. of 175,000 bus. capacity, 48x60x90 ft., equipped with two stands of eltrs., cleaner, sheller, car puller, hopper and track scales and passenger lift. A steam engine of 109 h.p. supplies the power. Eighty feet from the main house and connected by drag belts is a crib, 144x41x32 ft. The machinery was supplied by the Union Iron Works.

Kansas City, Mo.—J. O. Bradenbaugh has resigned his office as pres. of the Board of Trade and T. J. Brodnax, 1st vice-pres., is acting pres., and it is that he will succeed as pres. F. M. Corbin has purchased the membership of Mr. Bradenbaugh, who has moved to the Panhandle district of Texas. Mr. Bradenbaugh has been actively identified with the Board of Trade for 30 years and the board adopted resolutions of good wishes when accepting his resignation.

Kansas City, Mo.—The directors of the Board of Trade on Aug. 28 considered the charges against W. T. Redmon that he secured inspection certificates on wheat loaded out of the Maple Leaf Eltr., and subsequently had the cars sent back to the eltr. and had the good wheat replaced with poorer grain, the new contents going out under the old inspection certificates. The directors are endeavoring to get definite evidence so as to expel Redmon, if guilty.

Kansas City, Mo.—E. D. Bigelow has made written demand on J. W. Radford, chief grain inspector of Kansas, for the evidence supporting Radford's charges that grain dealers of this city are engaged in fraudulently substituting low grades for the good wheat in cars inspected out by the Kansas Dept. Mr. Bigelow states that the public has a right to these facts for its protection. A committee of the Board of Trade has twice called upon Mr. Radford to furnish the evidence, but he has refused to do so.

St. Louis, Mo.—The Slack-Fuller Grain Co. has been organized to succeed the Waggoner Grain Co., which discontinued business Sept. 5. B. L. Slack, who has been secy. and treas. for the Waggoner Grain Co. and secv. of the Binson-Waggoner Grain Co., is pres. of the new company and J. M. Fuller, who has had charge of the handling of the coarse grain for the Waggoner Grain Co., is secy. E. L. Waggoner retired Sept. 1 from the Waggoner Grain Co. to take a much needed rest, after which he contemplates again engaging in the grain business.

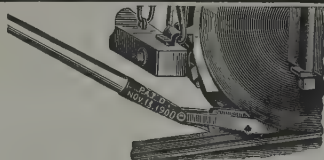
Whitham Siding, Triplett P. O., Mo.—An eltr. of 15,000 bus. capacity is to be built here by Fred Friedline for Rankin, Whitham & Co., of Rankin, Ill. The

Protect yourself against loss of grain by leakage in transit by using the

## KENNEDY PATENT PAPER CAR LINER

Effective, cheap. Grain dealers are invited to investigate. Full description and price on application.

FRED W. KENNEDY, Shelbyville, Ind.  
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## THE ATLAS CAR-MOVER

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Is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

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The Chicago Daily News, March 22, 1906, said:

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house will be cribbed, 32x30 ft. and 59 ft. high, with Fairbanks-Morse Gasoline Engine in concrete power house. The equipment will include one leg, Fairbanks Hopper and Richardson Automatic Scales. The firm recently completed an eltr. on the Wabash Ry., only a half mile distant. The new house will be erected on the Santa Fe, giving shipping facilities over both roads.

"With regard to shippers giving more care to the billing of grain and attaching documents to drafts and invoices, as desired by an eastern buyer writing in the Journal for Aug. 10, page 157, as 'A Sufferer & Co.', I would say that the request on insertion of freight rates on Bs/L for shipments into this market is for something never expected and never done. In all our experience in the grain business \$100 would more than cover our loss from overdrafts; and we therefore would not feel like dictating to our friends who have been so good to us in the past, and ask them to change their methods."—A Kansas City Receiver.

### NEBRASKA.

Pierce, Neb.—The Upton Lumber Co. is out of the grain business.

Louisville, Neb.—M. L. Williams has purchased the eltr. of C. A. Richey.

Grofton, Neb.—Guy Briggs and Chas. Kracht are building a 45,000-bu. eltr.

Fullerton, Neb.—J. N. Campbell has accepted the position as mgr. of the Fullerton Mill Co.

Dwight, Neb.—The Udkie Grain Co. is building a 15,000-bu. cribbed eltr. on the C. & N.-W. Ry.

Red Cloud, Neb.—The Udkie Grain Co. has opened its eltr. and placed J. B. Wirecarver in charge.

Omaha, Neb.—Railroads are attempting to force upon shippers of this city a new set of demurrage rules.

Blair, Neb.—The Crowell Lumber & Grain Co. contemplates the removal of its headquarters to Omaha.

Loomis, Neb.—C. L. Doherty has purchased the interest of J. W. Jackson in the Loomis Grain & Milling Co.

Newark, Neb.—The Udkie Grain Co. has opened the eltr. bot of W. H. Ferguson and placed G. B. Householder in charge.

Central City, Neb.—The Lexington Mill & Eltr. Co., of Lexington, is building an eltr. at the new town on the branch of the U. P. Ry. being built between Stromsburg and Central City.

Wood River, Neb.—The Conrad Grain & Eltr. Co. contemplates building a large addition to its eltr. and installing an automatic weigher. The firm is now building a brick addition to its office.

Dorchester, Neb.—A. R. Roberts, formerly local agt. for W. H. Ferguson, has accepted a position with the W. L. Green Commission Co., of St. Louis, to travel for the company this season in Nebraska.

Rockford, Neb.—W. W. Topf has succeeded J. B. Ellis as agt. for the Nebraska Eltr. Co. Work has been begun on the rebuilding of the eltr. of the Hayes-Eames Eltr. Co., whose house burned Aug. 6.

Manley, Neb.—The firm of Harms & Keckler has been dissolved. I have purchased the interest of Mr. Harms, assuming all liabilities and resources, and will operate the eltr. in my own name.—S. C. Keckler.

Omaha, Neb.—Geo. H. Lyons, who has been representing J. C. Shaffer & Co. in this market, has applied for a membership in the Chicago Board of Trade and will hereafter represent Pringle, Fitch & Rankin.

Scribner, Neb.—The Diels Milling & Grain Co., which recently succeeded Diels Bros., contemplates making extensive repairs and improvements in the plant. A new boiler will be installed. The company also plans to extend its business and establish branches at other points.

Omaha, Neb.—Chas. Wakefield has brot suit against the Exchange Grain Co., A. B. Jaquith and C. E. Barnes to recover \$2,487 alleged to have been lost in grain deals between May 22 and June 10. In view of past queer decisions of the Nebraska supreme court it is barely possible the speculator may recover.

Beatrice, Neb.—Black Bros. have let the contract to G. H. Birchard for the enlarging of their eltr. from 15,000 bus. to 40,000 bus. The Beatrice Corn Mills Co. has let the contract for the erection of 4 eltrs., the locations of 3 being Cortland, Ohioa and Stanton, while the location of the fourth is yet to be decided. Work will begin on the houses at once.

Omaha, Neb.—C. D. Sturtevant, who has been the Iowa mgr. for J. C. Shaffer & Co. at Des Moines, moved to Omaha Sept. 1 and has opened an office for the company in the Board of Trade building. Mr. Sturtevant has been for 13 years with Chas. Counselman & Co. and their successors, J. C. Shaffer & Co., of Chicago. Mr. Sturtevant has applied for membership in the Omaha Grain Exchange.

Omaha, Neb.—The Chicago, Milwaukee & St. Paul has issued a new tariff giving this city very favorable rates from South Dakota. Similar reductions have been granted by the Northwestern road, thus opening large territory to the grain dealers of this city. A few of the reductions on coarse grains are the following: Sioux Falls to Omaha, old rate 20c, new rate 12c; Mitchell, old rate 22½c, new rate 14c; Madison, old rate 22c, new rate 13c; Yankton to Omaha, old rate 15c, new rate 12½c; Huron, 23 and 16c; Watertown, 25 and 19½c; and Aberdeen, 25 and 19½c.

### NEW ENGLAND.

Pittsfield, Mass.—R. W. Renfrew & Son failed recently. Liabilities, \$50,000; assets, \$15,000.

Boston, Mass.—The plant operated by Wm. T. McLaughlin & Co., at Jamaica Plain, was badly damaged Aug. 31 by fire.

Worcester, Mass.—The Colchester Coal & Grain Co., of Colchester, Conn., contemplates building a grain eltr. and coal pockets here and Moses Klingan, pres. of the company, has been looking for a location.

Boston, Mass.—Daniel W. Ranlet, a former pres. of the Chamber of Commerce and vice-pres. for the present year, died Aug. 27 at his home in Malden after a long illness, which had allowed him, however, to attend to business up to 3 weeks before his death. Mr. Ranlet had been connected with the local grain and feed trade for about 40 years.

### NEW JERSEY.

Jersey City, N. J.—Edw. Howard was suffocated Aug. 20 in the Pennsylvania Eltr. at the foot of Third street. He was working on a platform and slipped and

fell into the bin, which was being filled from a barge at the pier. The machinery was stopped at once, but he was dead before help reached him.

### NEW YORK.

Waterloo, N. Y.—Seger & Manges and Middlewood & Pratz have merged the interests of the 2 companies and will continue their business under the firm name of the Waterloo Hay & Grain Co.

Syracuse, N. Y.—The Syracuse Grain Warehousing Co. has been incorporated with \$5,000 capital stock. The directors are: Frederick M. Baker, Frederick C. Wolfrom and Laura Dillingham, all of Syracuse.

New York, N. Y.—The two eltrs. on the Brooklyn water front, Beard's Eltr. on Erie Basin, and Dows Stores of the New York Dock Co., have been placed in operation. The latter has received 300,000 bus. of grain and a considerable business is anticipated. Boats of one line have been engaged for the export of 500,000 bus.

Syracuse, N. Y.—The New York State Hay Dealers Ass'n was organized at this city Aug. 14 with over 100 members, comprising both shippers and receivers. F. B. Keeney of Belvidere was elected pres., C. A. Coleman of Savannah, secy., and E. H. Dudley of Bath, treas. Next year the new ass'n will hold its meeting here on the second Tuesday in August.

### BUFFALO LETTER.

There is still much wondering what the Interstate Commerce Commission will find in the grain and other freight situation when it gets ready to look this city and port over in what is supposed to be the near future.

The price of state wheat is now not above 73 cents and the farmers are too busy with late crops to bring much in at such prices. As it is now several cents below the price of western winter wheat, it ought to be a snap for the state miller.

Grain receipts by lake have dropped off badly of late and it looks as if the report that there was a discrimination against the lake route made by the new Hepburn law, though it will take some time yet to make sure of it. The lake receipts have till quite lately been well ahead of last season.

Chief Inspector Shanahan is still finding the new-crop oats from the west very light and badly colored, though they are not as bad as they were a month ago. The improvement is likely to continue, till possibly the western crop will come up somewhere towards the quality of the state oats.

Work on the completion of the big malt-house of the American Malting Co. is proceeding as fast as the builders can push it with a double shift of men. All the men that can be put on to advantage are employed, but it is quite doubtful if the needed stock of barley can be got in this fall by lake.

The feature of the grain trade is the appearance of an abundant supply of winter wheat on track, so that there is no need, as it looks now, of any Kansas wheat this crop. Prices are so low that there will be no possibility of bringing in any white Oregon or other far western wheat. It takes dollar prices for that.

The work on the completion of the addition to the Chamber of Commerce building is approaching completion and there are a good many grain dealers preparing to take offices there as soon as they are



ready. There is every promise that the offices will be quite up to the average of modern improvement in that line.

It now looks as though the new Ontario Eltr. will have a hard time in its effort to get into running order before the end of the lake season. The builders have been handicapped all the season because they were unable to get steel fast enough to keep the men at work. It was at one time said that the eltr. would be ready by the middle of May.

It is odd that the canal boatmen are able to make a rate at the opening of their season and hold it till the end. They have never been able to do anything of the sort before. A rate based on 4 cents for wheat to New York is one that pays well, so that the boatmen may be excused if they are not so very anxious for the coming of the barge canal, which is expected to set up big freight lines between New York and Buffalo and might find the small boat owner not needed.

The Kellogg Eltr. lately threw a bomb into the freight camp by announcing a reduction of an eighth cent on its elevation rates. As the at-and-east rail rate includes the elevation here from lake vessel it will be seen that the cut will oblige the roads to charge more on grain through the pool eltrs. than they do on grain that goes through the Kellogg, and this would be discrimination, a thing the roads are very anxious to avoid just now. Later on the Kellogg withdrew the cut and is supposed to be contemplating some other war measure.—J. C.

## NORTH DAKOTA.

Wallace, N. D.—McKee & Minthorn will build an eltr.

Barney, N. D.—The Red River Milling Co. will build an eltr.

Antler, N. D.—R. S. Dawley will build an eltr.—Chas. Bready.

Hope, N. D.—The St. Anthony & Dakota Eltr. Co. will build an eltr.

Portal, N. D.—The Farmers Eltr. Co. has purchased the eltr. of Geo. Fetter.

Tasker, N. D.—C. Robinson is building a flat house and will build an eltr. in the spring.

Minot, N. D.—The 40,000-bu. eltr. for the Farmers Eltr. Co. has been about completed.

Martin, N. D.—The Southall Bros. Grain Co., of Minneapolis, will build a 30,000-bu. eltr.

Minto, N. D.—Ely, Salyards & Co., of Duluth, will operate the eltr. here of the State Eltr. Co.

Lisbon, N. D.—The eltr. for the Farmers Eltr. Co. is about completed. A. C. Cooper will have charge.

Minto, N. D.—The Minnekota Eltr. Co., of Minneapolis, has opened its eltr. with W. A. Feehan in charge.

Harvey, N. D.—The Harvey Grain Co. has been incorporated by Herman Phillips, Geo. D. Riesland and Ed F. Volkman.

Kramer, N. D.—Ole Matheson has accepted a position with the Cameron Eltr. Co. and will buy grain for the company this fall.

Straubville, N. D.—Alfred Anderson, formerly of Maynard, Minn., has taken charge of the eltr. here for the Northwestern Eltr. Co.

Kramer, N. D.—The Farmers Eltr. Co. incorporated, \$5,000 capital stock. Incorporators, A. H. White, Reed Beetz, Paul Martin, and others.

Marion, N. D.—The D. S. B. Johnston Land Co. will build a 35,000-bu. eltr. and expects to have it completed in time to handle the fall business.

Bowbells, N. D.—The Miller Eltr. Co., of Minneapolis, contemplates building a line of eltrs. on the newly surveyed branch of the G. N. Ry.

Deering, N. D.—The Farmers Eltr. Co. incorporated, \$8,000 capital stock. Incorporators, Fred Frank, L. A. Albright, Frank Roble, and others.

Gackle, N. D.—Jacob Nacht and C. C. Buechler have each purchased a third interest in the eltr. of John Brost, which is operated as the Gackle Eltr. Co.

Heaton, N. D.—The 40,000-bu. eltr. for the Gribbin-Alair Grain Co. and also the eltrs. for the Monarch Eltr. Co. and Andrews & Gage have been completed.

Niles, Leeds P. O., N. D.—The Hilmen Mercantile Co., of Grand Forks, has let the contract for the erection of a 35,000-bu. eltr. Work has been commenced.

Maxbass, N. D.—Frank P. Wernli, formerly in the postoffice at LeMars, Ia., will buy grain this season for the Van Dusen-Harrington Co., of Minneapolis.

Ray, N. D.—The Ray Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, C. W. McGee, Ray; H. A. Nelson, Hofflund; W. V. Linwell, Northwood.

Wyndmere, N. D.—The Farmers Grain & Supply Co. incorporated, \$25,000 capital stock. Incorporators, C. W. Cary, E. W. Carey, A. J. Van Fleet, and others.

Fabian, Embden P. O., N. D.—The Great Western Eltr. Co., of Minneapolis, has leased the eltr. of the Schmid & Anderson Grain Co. of Springfield, Minn.

Alice, N. D.—The Great Western Eltr. Co., of Minneapolis, has leased the eltr. of the Dakota Eltr. Co. for the coming crop with the same agt. in charge.—A. N. James.

Wolford, N. D.—The eltr. of the Douglass Eltr. Co. at this station has been sold to the Acme Grain Co. I remain at this station with the new company.—H. P. Ritzman.

Hastings, N. D.—John Norberg and O. Enerson are building a 40,000-bu. eltr. Complete cleaning machinery will be installed and the house will contain 23 hoppers bins.

Grand Harbor, N. D.—The Grand Harbor Farmers Eltr. Co. has been incorporated by Herman Thompson, Devils Lake, P. C. Crilly, Israel Johnson, and others of Grand Harbor.

Casselton, N. D.—The Amenias & Sharon Land Co., with H. F. Chaffee, of Amenias, at its head, is finishing a large eltr. and mill here.—M. H. Wellman, agt. Thorpe Eltr. Co.

St. Thomas, N. D.—The Occident Eltr. Co., of Jamestown, has purchased the eltr. of Daniel O'Connor, which has been operated by Wm. C. Leistikow. Bert Dunn will remain in charge.

Fessenden, N. D.—Frank Bowers, formerly buyer for the Farmers Eltr. Co. at Manfred, has taken charge of the eltr. of Albus & Kruger, which was recently purchased from the Dakota Eltr. Co.

Carpio, N. D.—The eltr. of Stinchcomb & Bray has been moved to a new location and its capacity increased 15,000 bus. The house has been raised 10 ft. and a large bin built on the west side.

Ross, N. D.—C. H. Bennett, formerly agt. for the St. Anthony & Dakota Eltr. Co. at Deep, has taken charge of the eltr. here for the Victoria Eltr. Co., which has

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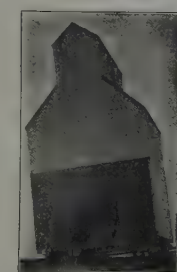
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D. S. NELSON, Larimore, N. D.

purchased the eltr. of the Twin City Eltr. Co.

Sanborn, N. D.—The 45,000-bu. eltr. for the Farmers Eltr. Co. has been completed by Honstain Bros. and commenced receiving grain Sept. 1. Geo. B. Erb, who managed the farmers' eltr. at Kathryn, is in charge.

Cando, N. D.—Col. John Ely has purchased for \$3,500 the interest of Atkin Bros. in the Farmers Eltr. Co. and will manage the business. A wood yard has also been purchased which will be operated in connection with the eltr.

Grand Forks, N. D.—W. H. Ryan, formerly agt. here for the Duluth Eltr. Co., has been promoted to the position of traveling superintendent of the northern division for the company, succeeding W. L. Beaton. He has been succeeded as agt. here by E. P. Nelson, of Crookston, Minn.

Aneta, N. D.—Judge Fisk of the district court on Aug. 27 dismissed the suits of the Aneta Farmers Eltr. Co. against J. G. Gunderson and M. E. Sperry for an accounting of the business while under their management. The court decided their books were correct.

Hankinson, N. D.—S. Crandall, who has had charge of the eltr. of the Peavey Eltr. Co. at Worner, no P. O., has taken charge of the company's eltr. here. He has been succeeded at Worner by Paul Berndt. Adolph Borgan is the new wheat buyer here for the St. Anthony & Dakota Eltr. Co.

Sawyer, N. D.—I have removed from Kensal to take charge of the eltr. of the Sawyer Farmers Co-operative Ass'n, which has just commenced the erection of its 25,000-bu. eltr. The house will be equipped with a 22-h.p. Howe Engine, Clipper Cleaner and a feed grinder.—P. Mastens, Jr., formerly mgr. of the Kensal Farmers Eltr. Co.

## OHIO.

Plain City, O.—Hall & Strickland have succeeded H. Hall.

New Paris, O.—Richards Bros. have succeeded E. Richards.

Condit, O.—J. E. Pierson has succeeded Pierson & Edwards.

Trotwood, O.—G. W. Minnick has succeeded Minnick & Swank.

Oakwood, O.—J. W. Whitney has succeeded Marcy & Whitney.

Orrville, O.—We have sold out to W. W. Rohrer.—Miller & McGill.

Rittman, O.—Hershy, Landis & Co. have succeeded Hershy & Landis.

West Unity, O.—The Elmira Eltr. Co. has succeeded me.—Geo. Smith.

New Paris, O.—J. M. Barnett is a scoop shovel shipper.—Richards Bros.

Pleasant Plain, O.—Geo. F. Howard & Son have succeeded Geo. F. Howard.

Pittsburg, O.—Arnet & Hammel have succeeded Mr. Arnet.—Union Grain Co.

Wooster, O.—A. M. Fombelle has succeeded Fombelle & Magaw.—W. D. Tyler.

Newton Falls, O.—Lewis Lowry has succeeded Kinnaman & Lowry.—H. H. Porter.

Wharton, O.—Have just purchased the mills and eltr. of Miller Bros.—E. L. Cosgrove.

Amherst, North Amherst P. O., O.—Wm. A. Shibley has succeeded J. H. Shibley & Co.

La Rue, O.—J. A. Bond has succeeded

J. Spaulding as mgr. for the La Rue Grain & Eltr. Co.

Delaware, O.—J. H. Main has quit the grain business, and J. S. Main is a scoop-er.—P. W. Gage.

Pataskala, O.—H. D. Ashbrook has succeeded the Ashbrook & Bros. Co. here and at Alexandria.

Shelby, O.—The Davis Mill Co. is out of business and Will & Myers are operating the eltr.—W. H. Morris.

Woodlyn, O.—Mail for this town must hereafter be sent to the Williamsport postoffice.—Hunsicker & Yates.

Erlin, O.—Wolfe & Jones are not in the business here. We have offices at Erlin and Vickery.—Vickery Grain Co.

Arlington, O.—Bishop Bros. have succeeded W. D. Bishop. J. B. Hauman & Co. have succeeded J. B. Seymour.—Bishop Bros.

McGuffey, O.—I sold my house here to Dunlap Bros., of Alger, and own only the eltr. at Lippincott.—J. B. Outram, Lippincott.

Urbana, O.—Stephen B. Payne, a local grain merchant, was found dead in his room Sept. 2. His death was caused by apoplexy.

New Madison, O.—T. J. Bloom & Son are no longer in the grain business. The firm is the Bloom Milling & Eltr. Co.—Owens Bros.

Cleveland, O.—The Herrman-McLean Co., dealers in flour and feed, is rebuilding its eltr. and warehouse which burned some time ago.

Pleasant Corners, O.—Mr. Tingley is a bankrupt and we are doing a temporary business.—Wagner Bros., formerly of Tingley & Wagner.

New Bremen, O.—Henry Dierker has purchased the eltr. of the Farmers Implement Co. and now has a capacity for 50,000 bus. of grain.

Octa, O.—J. E. Hawes, of Xenia, is now owner of the Octa Grain Co., which was formerly owned by the Miami Grain Co. I. W. Murphy is mgr.

La Rue, O.—M. E. Burke, with the assistance of others, is doing a shovel business here under the name of the Ohio United Grain Co.—W. F. Johnston.

Zanesville, O.—Suit has been brot against the Dewey Bros. Co. by the Zanesville Grain & Builders Supply Co. to recover \$328, payment for a car of corn.

Weavers Station, O.—J. W. Owens, of the firm of Owens Bros., New Madison, has bot the eltr. of J. M. McFarland and has installed a new gasoline engine and repaired the house.

Toledo, O.—The Northwestern Eltr. & Mill Co. incorporated, \$250,000 capital stock. Incorporators, Rathbun Fuller, John H. Taylor, Robert A. Hines, Cyrus S. Coup and Geo. P. Hahn.

New Carlisle, O.—D. F. Detrick is not nor never has been engaged in the track buying business. He sold out 2 years ago to J. F. Plice and has done nothing at all with grain since.—W. W. Morris.

Cincinnati, O.—We have sold our business interests here to the Gale Bros. Co. and the same took effect Sept. 1. We are going to locate at Wilmington in the track grain and hay business.—J. V. Metzger & Co.

Curtice, O.—H. G. Dehring is adding 6,000-bu. ear corn storage to his eltr. and will install a 125-bu. hopper scale, 12-inch distributing spout for eltr. head, pulleys,

belting and a Fairbanks-Morse or Foos Gasoline Engine of 25 to 40 h. p.

Collins, O.—F. A. Jenkins & Co. of Norwalk, have purchased an old shop here, moved it up to the tracks of the L. S. & M. S. Ry. and have repaired and remodeled it and will use it as a hay shed for storing and shipping baled hay.

Plain City, O.—We have a hay shipper here, N. Huber, who has no money invested in scales or other apparatus. He keeps the eltr. men from handling hay, because of no expense during the greater part of the year. He is a farmer.—C. C. Tagert.

West Liberty, O.—We have an ex-eltr. man living here, Ed H. Wilson, who formerly operated a house at Lippincott, but who has no house now, who is buying some corn to be loaded here in the ear. Do not know to what extent he expects to operate.—Elliott & Funk.

Carroll, O.—Gundy & Barlow are building a 50-barrel mill and will install some of the machinery from the Rock Mill, which has been idle for several years, but which was formerly operated by Mr. Barlow. The firm is composed of J. P. Gundy the local grain dealer, and F. H. Barlow, of Tiffin.—J. C. Schaeffer.

Toledo, O.—The J. J. Coon Grain Co. incorporated, \$15,000 capital stock, to carry on the business done under the name of J. J. Coon by C. C. Coon, C. O. Wessendorf and Wm. Cummings. Incorporators, Wm. M. Cummings, Christian O. Wessendorf, Courtland C. Coon, Avery W. Boardman and Harry P. Thompson.

Xenia, O.—We have sold all our eltrs. We have decided to operate in a wholesale way exclusively and will rebuild our eltr. at Bowersville which burned Aug. 2 and have it ready for the new corn. It will have storage capacity for 10,000 bus. of ear corn and 5,000 bus. of small grain. It will be located on the D. T. & I. Ry.—O. H. Little, secy. Miami Grain Co.

Belmore, O.—The eltr. operated by the United Grain Co., which has been succeeded by the Paddock-Hodge Co., burned Aug. 25, with 18,000 bus. of oats, 850 bus. of wheat, 250 bus. of corn and the cob mill. The cause of the fire is not known, but the flames spread so rapidly that it was only by great effort that the employees were able to get out. Loss about \$60,000; partially covered by insurance.

Columbus, O.—The new uniform car service rules, as adopted uniformly all over the state by all the railroads of Ohio, under the administration of their five car service assns. (Columbus, Toledo, Cincinnati, Cleveland and Pittsburg), providing for only a flat 48-hour free time allowance on all commodities, are now sought to be enforced, very greatly to the detriment of receivers of coal, coke, fruits, vegetables and lumber. Section 3227, revised statutes of Ohio, provides that railroad companies, after the expiration of ten days from the receipt of the goods at the place to which they are consigned, may, after giving notice of the arrival and after the expiration of ten days, charge a fair and reasonable cost for storage, which shall be a lien upon the goods. The position of the Ohio Shippers Ass'n is that this statute requires 10 days free time. Accordingly the Ohio Shippers Ass'n has filed complaint with the State Railroad Commission against the 52 railroads regarding the requirement that cars be unloaded and loaded in 48 hours.



## OKLAHOMA

Carnegie, Okla.—The eltr. for the Miller Grain Co. has been completed.

Homestead, Okla.—Heninger & Snyder are out of business.—Snider & Co.

Apache, Okla.—The Chickasha Milling Co. has installed a 22-h. p. Thompson Lewis Gasoline Engine in its eltr. here.

Cushing, Okla. — The Rea-Patterson Milling Co., of Coffeyville, Kan., has succeeded L. D. Gaunt in the grain business.

Enid, Okla.—The New State Flour & Grain Co. incorporated, \$10,000 capital stock. Incorporators, T. H. Nelms, O. W. Browder and others.

Chickasha, Okla.—The El Reno Mill & Eltr. Co. has bot an ideal Drier of the new style recently put on the market by the Hess Warming & Ventilating Co.

Ringwood, Okla.—The Ringwood Mill & Eltr. Co. incorporated, \$16,500 capital stock. Incorporators, E. A. Wales, G. W. Jeffries, S. E. Dailey and T. M. Watson.

Medford, Okla.—The Medford Supply Co. went out of business last Oct. and the only one of the firm in the grain business now is W. E. Smith, of Walter, Okla.—E. M. Moss.

Autwine, Okla.—J. S. Hutchins, of Ponca City, has purchased the eltr. and site of Ben Duval and is building a 15,000-bu. corn crib.—H. J. Barclay, agt. Blackwell Mill & Eltr. Co.

El Reno, Okla.—G. A. Lyman is now general superintendent of the El Reno Mill & Eltr. Co. and also of the Chickasha Milling Co. C. H. Dunlap is general auditor for the two companies.

Hinton, Okla.—The Farmers Union Gin & Eltr. Co. incorporated, \$30,000 capital stock. Incorporators, E. E. Longfellow, of Niles, pres.; W. T. Cordrey, Scott, vice-pres.; C. R. Constant, of Hinton, treas.; Chas. Summer, of Lookeba, secy.; D. R. Baysinger, and others.

## OREGON.

Portland, Ore.—Gay Lombard is building a 1-story wooden grain warehouse on the water front. The house will cost \$25,000.

## PENNSYLVANIA.

Philadelphia, Pa.—H. S. Picord, dealer in grain and feed, has applied for membership in the Commercial Exchange.

Philadelphia, Pa.—The capacity of Eltr. B at Girard Point is to be increased 250,000 bus. and the capacity of the Washington Av. Eltr. 500,000 bus.

Pittsburg, Pa.—The Goemann Grain Co., of Toledo, O., has been admitted to representation on the Grain & Flour Exchange, with Wm. Zang as local mgr.

Milton, Pa.—E. Datesman, of West Milton, is building an eltr. and will buy and sell grain and do a general feed and flour business. The house will be operated by electricity.

Philadelphia, Pa.—It is said that the Pennsylvania Railroad allows the Keystone Eltr. & Warehouse Co. 35 cents per ton on grain, and that the allowance will be brought to the attention of the Interstate Commerce Commission.

Very attractive invitations to the annual convention of the Pennsylvania Millers State Ass'n have been sent out by Pres. Edw. E. Reindollar of Taneytown, Md. The invitation is in the form of a 4-page folder, the front cover depicting a lively scene in one of the parks, a lady

in a swing in the foreground and other graceful damsels in the distance. The meetings will be held Sept. 18-19 and 20, in the rooms of the Merchants & Manufacturers Ass'n, Baltimore, Md. Entertainment will include a theater party Tuesday evening; an automobile ride for the ladies Wednesday afternoon, banquet Wednesday evening, and to Annapolis by boat Thursday afternoon. Other features of the meeting were given in this column Aug. 10. Transportation to the annual meeting will be at the following reduced rates: Fare and one-third for the round trip, from trunk line points in Pennsylvania (east of, and including Erie, Oil City, and Pittsburg), on card orders. Also fare and one-third on certificate from central passenger points in Pennsylvania (west of Oil City and Pittsburg). Each member when purchasing regular one-way tickets from such points to Baltimore should ask for a central passenger certificate, which, upon being endorsed by the secretary, will be honored by the agent at Baltimore for return ticket at one-third fare. Millers and their ladies who attend this most interesting convention are promised the time of their life.

## PHILADELPHIA LETTER.

A large delegation of the flour men here are making preparations to attend the coming convention of the Pennsylvania millers to be held in Baltimore.

The active attendance on the grain floor of the Commercial Exchange is increasing and some of the old timers are returning from the seashore resorts where they have tided over the hot weather season.

A number of important changes have been made in the big Bourse building, in anticipation of a great revival in the local, export and interior grain trade which brings many leading representatives under its roof.

The Wah-hoo Club of the Commercial Exchange, commanded by Sir Billie Brazier, the Grand Panjandrum of the grain men here, is getting ready its notices to call in straw hats of every variety after September 15.

The leaders here in the export grain trade are very much put out over a notice just sent them by the Pennsylvania and Reading Railroad Companies that on and after October 7 the freight rate on grain from the great lake ports to Philadelphia is to be advanced  $\frac{1}{2}$ c per bu. and this in the face of a previous notice made earlier in the year that the freight rates as then given out and now in force would continue until the end of the season.

The mill feed market is improving. Flour is dull as yet with scarcely any change in prices. Wheat has fluctuated some under a lower tendency for a while, through liberal crop reports, with cash wheat not plentiful, however, and in fair demand. Corn has been holding reasonably steady. Oats are coming in now much spotted and stained from wet and damp weather conditions. Hay has been ruling scarce, the recent rainy weather interfering with packing at nearby points. Straw is by no means satisfactory in quality.

The Congressional Commission appointed under the recommendation of President Roosevelt to make a report on the advisability of securing the old Delaware & Chesapeake Canal it is now positively announced will hold a session here on September 27 and the Commercial Exchange has just decided at a special meeting to appoint a committee to meet

## SPEAR MAILING ENVELOPES

Will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made; costs no more than others.

WRITE FOR SAMPLES AND PRICES.

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## No Other Cost

As we furnish everything complete other than a millwright's or carpenter's time of three to five hours required to erect a manlift. It will save you its cost in six months.

The use of a manlift destroys the possibility of an overflow of the oats into the corn bin.

We manufacture a full line of elevator supplies.

## Burrell Mfg. Company

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## DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,  
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## The Practical Gas Engineer



tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

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similar committees from all of the trades organizations of the city at a joint conference held in the Bourse on Thursday, when arrangements are to be made to furnish the Inter Ocean Canal investigators with all data possible.—S. R. E.

### SOUTH DAKOTA.

Florence, S. D.—A. J. Norby, of Sisseton, will build an eltr.

Rutland, S. D.—G. F. Graff has completed an eltr. here.—L. D.

Marion, S. D.—Work has begun on the eltr. for the Johnson Land Co.

Watertown, S. D.—A. J. Norby, a banker of Sisseton, is building an eltr.

Clark, S. D.—Work has begun on an addition to the eltr. of the Farmers Eltr. Co.

Peever, S. D.—The Independent Eltr. Co. is building a 20x20 ft. addition to its eltr.

Spencer, S. D.—The St. John Grain Co. and H. C. Lueth have built additions to their eltrs.

Rauville, S. D.—Oscar Heiser, formerly at Wentworth, has taken charge of the eltr. for the Cargill Eltr. Co.

Wessington Springs, S. D.—A company to build a farmers' eltr. is being organized. E. B. Orr is temporary secy.

Britton, S. D.—Fred J. Brown will have charge of the eltr. of A. Owen, in addition to his duties as postmaster.

Geddes, S. D.—W. W. Sparks, of Rapid City, has purchased the eltr. of the Western Eltr. Co. and will probably operate the plant himself.

Bryant, S. D.—The Farmers Eltr. Co. has let the contract for the erection of its 30,000-bu. eltr. and work has been commenced on the construction.

Kimball, S. D.—C. S. Blodgett is installing an eltr. in the center of his warehouse. The Hunting Eltr. Co. has remodeled its eltr. and installed dump and scales.

Eureka, S. D.—Isaak & Kime Bros. are building an addition to their office in which will be installed a feed grinding plant. New dump wagon scales have also been installed.

Stickney, S. D.—O. J. Aaker, of Flaudreau, has secured a site thru the Railroad Commission and has let the contract to the Younglove Construction Co. for the erection of a 15,000-bu. eltr.

Mitchell, S. D.—A. B. Chamberlain, supt. of farmers institutes, has called a meeting at this city Sept. 28 to organize an annual corn show and corn growers convention for the state of South Dakota.

Florence, S. D.—Homer Rhine, of Wentworth, has let the contract to the Younglove Construction Co. for the erection of a 30,000-bu. eltr. An 8-h. p. Callahan Gasoline Engine and Howe Scales will be installed.

Erwin, S. D.—The 36,000-bu. eltr. for the Farmers Eltr. Co. has been completed. W. F. Quinn, of Waverly, Minn., has been engaged as grain buyer. Herbert Haight, of Willow Lake, is buying grain for Stoddard & Ketchum.

Artesian, S. D.—F. M. Ryan has purchased a half interest in the eltr. of J. C. Bennett and Mr. Bennett has bot a half interest in his store and the 2 lines of business will be operated under the firm name of Ryan & Bennett.

White Rock, S. D.—Ed Reinhardt, of Stewart, Minn., has purchased the eltr.

of E. W. Rush & Co. and has taken possession. Work has been begun by the new owner on a 16x24 ft. and 18 ft. high addition which will have a capacity for 7,000 bus.

Goodwin, S. D.—The Farmers Eltr. & Supply Co. has awarded the contract for the erection of a 20,000-bu. eltr. to the Younglove Construction Co. Howe Scales will be installed and power will be furnished by a 6-h. p. Callahan Gasoline Engine.

Dolton, S. D.—Dewald & Walter, of Freeman, petitioned the Railroad Commission for help in securing a site here on the right of way of the Milwaukee Road. The firm writes that it will soon let the contract for the erection of its 20,000-bu. eltr.

Elk Point, S. D.—M. King, of Utica, is building eltrs. at Elk Point and Stickney as rapidly as lumber can be secured. He hopes to have them ready before the crop has moved. These, with his eltrs. at other points, will give him a line of 14 houses.—L. D.

Geddes, S. D.—T. W. Lindell has a site and will build a modern eltr. He is now operating the Dickson Eltr. on a lease. Strobein & King have lumber on the ground for another eltr. When these 2 eltrs. are completed there will be 6 eltrs. at this point.—L. D.

Florence, S. D.—H. R. Line, until recently in charge of the eltr. of Jones & Metcalf at Wentworth, has secured sites for eltrs. at Florence and Wallace and has let the contracts for 20,000-bu. eltrs. These are new towns on the extension of the M. & St. L. west of Watertown.—L. D.

Avon, S. D.—F. L. Smith has been granted a site on the right-of-way of the C. M. & S. P. Ry. for the erection of an eltr. He had made application to the Railroad Commission for aid in securing the site, but the railroad voluntarily granted the site before the date set for the hearing.

Colton, S. D.—A second Farmers Eltr. Co. has been organized here and has an eltr. nearly completed, all within the past month. The company is loading in cars from wagons now. F. Hunting has bot the Mundt Eltr. on the Dakota Central Ry. and has moved it to a site on the Milwaukee right-of-way.—L. D.

Bridgewater, S. D.—David M. Hofer has sold a half interest in his eltr. and grain business and the firm name is now Hofer & Tschetter. The business formerly operated under the names of Geo. H. Shanard and Shanard Bros. has been incorporated and is now the Shanard Eltr. Co., which operates 9 houses.—L. D.

Dolton, S. D.—The eltrs. of the Reliance Eltr. Co., of Minneapolis, and A. A. Truax, of Mitchell, burned recently with 1,200 bus. of wheat and 1,800 bus. of oats. The fire started in the engine house of one of the eltrs. and had gained much headway before being discovered. Loss is in excess of \$7,000. The eltr. of Shanard Bros., of Bridgewater, was ablaze several times, but by the efforts of the citizens of the town and owing to the favorable direction of the wind it was saved.

### SOUTHEAST.

Newport News, Va. — The Dabney Brokerage Co. has selected a site for its new eltr., and has engaged Fred Friedline to make the plans.

Birmingham, Ala.—P. G. Smith, mgr. for Foster & Co., representing the bucket-shop known as the Odell Stock & Grain Co., has been held to the grand jury on the charge of aiding A. R. Chisholm, paying teller of the First National Bank, to embezzle \$100,000.

Tampa, Fla.—Nearly 1,000 sacks of shipstuff confiscated by the sheriff under instruction of the state dept. of agri. will be returned to the Atlanta Milling Co., the latter to pay the expense of transportation out of the state. Sacks of dairy feed seized at the same time, made by a St. Louis firm, were sold Sept. 4.

Wheeling, W. Va.—Loudon & Co., of Cincinnati, O., have brot suit against Jos. Daum, doing business as the Wheeling Produce & Grain Co., to recover \$200 for breach of contract in refusing to accept 3 carloads of No. 3 oats. The contract price was 35¼¢; and after offering the oats to a number of dealers Loudon & Co. disposed of them for 30¢. The jury decided in favor of the local dealer and Loudon & Co. moved for a new trial.

### TENNESSEE.

Memphis, Tenn.—The Davis & Andrews Co., whose eltr. was burned June 28, has let the contract to Fred Friedline for a transfer and cleaning house of 35,000 bus. capacity.

Nashville, Tenn.—The Tennessee Grain Co. incorporated, \$10,000 capital stock, to do a general grain business. Incorporators, D. V. Johnson, J. B. McLemore, Eugene McBride, W. B. Felts and D. B. McBee.

Memphis, Tenn.—The Chas. D. Jones Co. incorporated, \$50,000 capital stock, to do a general grain business and operate an eltr. Incorporators, Chas. D. Jones, R. B. Sims, Caruthers Ewing, C. H. Williams and H. H. Barker.

Nashville, Tenn.—Four carpenters, who were working on the 500,000-bu. eltr. for the Nashville Terminal Eltr. Co., were badly injured recently when a scaffold, on which they were at work, fell. The plant has been about completed.

Nashville, Tenn.—On the recommendation of the Grain Exchange the executive committee of the Nashville Board of Trade has elected J. T. Roberts grain inspector to succeed John M. Williams, who has been inspector for over 15 years, and who resigned Sept. 1.

Dyersburg, Tenn.—The eltr. and mill of the Henry A. Klve Co. burned early in the morning of Sept. 2, with 10,000 bus. of corn and 2 box cars. The plant had been running day and night and had run to 12 o'clock Saturday night. Loss, nearly \$115,000; insurance, \$24,500. The plant will be rebuilt immediately of brick instead of wood.

Nashville, Tenn.—A remarkably heavy yield of wheat was obtained by J. D. B. DeBow on his farm near Hermitage Station. Fifty acres were sowed to wheat and the average yield was 39.3-10 bus. per acre. A single acre produced 44¼ bus. and small areas at the rate of 60 bus to the acre. The wheat is believed to be a new variety. In a lot of seed wheat bot from Missouri 4 years ago were some grains that grew stalks a foot and a half higher than the surrounding stalks. The heads of the tall stalks were cut off and the grains sowed separately next year, when it proved to be equally prolific. Samples have been sent by Mr. DeBow to the experiment station at Knoxville and to the Dept. of Agri. at Washington.



## NASHVILLE LETTER.

Union City, Tenn.—Fire on Sept. 2 destroyed the shuck house here of the Hardy Grain Co., entailing a loss of nearly \$1,000.

The Nashville newspapers have adopted a public weigher's quotations in addition to the figures submitted to the press by the Grain Exchange. The public weigher here has been the medium of many sales of hay, but otherwise, he does not influence the market with the grain trade.

Nashville—A. G. Ewing has bid in for \$4,800 the milling machinery, implements, appliances and fixtures of the flour mill of the Atlas Milling Co., following the setting aside of the former sale in the suit of Sprout, Waldron & Co. against the company. Mr. Ewing has also bot for \$650 the boiler and engine.

The local grain market is far from being satisfactory, and considering all lines, is very dull. Hay has shown an indication of firmness within the past few days, but up to that time it has been very quiet. Corn is weak, with little demand. Oats, rye, etc., are merely holding steady at quotations. The Grain Exchange reports the following stock on hand: Wheat, 793,145 bus.; corn, 205,645 bus.; oats, 351,355 bus.; barley, 14,500 bus.; rye, 4,900 bus.; flour, 11,560 barrels.—R. N. C.

## TEXAS.

Fort Worth, Tex.—The two inspectors of the Board of Trade during August graded 801 cars wheat, 99 cars oats, 52 cars corn and 1 of rye.

Bay City, Tex.—S. S. Moore and H. B. Phillips have leased the Parker rice warehouse and will do a general warehouse and rice storage business this season.

Galveston, Tex.—A shipment of new crop No. 2 hard wheat from this port recently was rejected by the buyer at Liverpool, Eng., tho the sale was made on the usual terms that inspection certificate was final. Arbitrators have decided in favor of the buyer. If this decision is to be followed the clause that arbitration is final loses all value.

Baumont, Tex.—The insurance has been adjusted for the plant of the McFaddin, Wiess & Kyle Milling Co., which burned July 25. The work of clearing away the debris has been begun preparatory to the rebuilding of the plant, which will begin at once. The rice warehouses and eltrs. will be constructed of brick, of larger capacity than the old plant and will be fireproof.

Ft. Worth, Tex.—Secy. Dorsey, of the Texas Grain Dealers Ass'n, has returned from an extensive pleasure trip. He went to New York by water from Galveston, then up the Hudson River to Albany via Lake George and Lake Champlain to Plattsburg, N. Y., then across to Montreal, up the St. Lawrence River to Toronto, then to Niagara Falls, where he left Mrs. Dorsey and rushed home to look after ass'n affairs.

Galveston, Tex.—The grain exports from Galveston during the 12 months prior to Sept. 1 were 5,590,883 bus. of wheat, 11,299,000 bus. of corn and 281,450 bus. of barley; compared with 32,000 bus. of wheat and 5,606,117 bus. of corn, but no barley, for the corresponding months of the preceding season, 11,170,654 bus. of wheat and 3,406,303 bus. of corn for the same period of 1903-4 and 16,439,636 bus. of wheat and 4,462,565 bus. of corn for the same period of 1902-3, as reported by

C. McD. Robinson, chief inspector, Galveston Board of Trade.

## UTAH.

Salt Lake City, Utah—The Cleaveland Commission Co. writes that it contemplates building a number of eltrs., but does not know how soon.

## WASHINGTON.

Tacoma, Wash.—Bean & McDonald will build a grain warehouse.

Irby, Wash.—The Farmers Grain & Supply Co., of Spokane, is building a grain eltr.

Seattle, Wash.—The Hammond Milling Co. will soon begin the erection of a warehouse.

Quincy, Wash.—The Wenatchee Milling Co. is building a 50-ft. addition to its warehouse.

Sprague, Wash.—The Farmers Grain & Supply Co. has installed an eltr. and gasoline engine in its warehouse.

Latah, Wash.—Chas. Gifford has leased the warehouse of the Spokane Grain & Milling Co. and will handle grain, hay and produce.

Rocklyn, Wash. — The Washington Grain & Milling Co. will control 2 warehouses in Rocklyn this season. Springer & Rielly will have charge.

Ritzville, Wash.—Kerr, Gifford & Co. are building a large grain warehouse on the right-of-way of the N. P. Ry. Fred Thiel will buy grain for the company.

Rockford, Wash.—The grain warehouse for Kerr, Gifford & Co. has been completed and connected with their old house. The new building is 40x100 ft. Thos. Hogan is agt.

Hatton, Wash.—The eltr. being built for the Farmers Grain & Supply Co. will have capacity for 32,000 bus. and is to be completed about Sept. 1. A large covered platform for storing wheat in sack will also be built.

Seattle, Wash.—Federal Judge C. H. Hanford has ordered the State Railroad Commission to show cause why a preliminary injunction shud not issue restraining the commissioners from enforcing the joint wheat rate order, on petition by the Hill lines and the Oregon R. R. & Navigation Co.

## WISCONSIN.

Neshkoro, Wis.—Dahlke & Morse will install an eltr. in their grain warehouse.

Abrams, Wis.—Baudhuin & Svoboda have raised their eltr. and put in a stone foundation.

Milwaukee, Wis.—Members have petitioned the Chamber of Commerce directors to establish a stock exchange.

Antigo, Wis.—The Antigo Grain & Hay Co., recently incorporated, will continue the business of A. L. Wirtz & Co.

Milwaukee, Wis.—F. R. Morris is retiring from the barley business to devote his entire time to a patent grain drier.

La Crosse, Wis.—The Pierce-Stephenson Eltr. Co., which succeeded the S. Y. Hyde Eltr. Co., has leased the eltr. on the Black river which the Hyde formerly operated and has put it in operation.

Milwaukee, Wis.—Edw. G. Bodmer, formerly mgr. of the Milwaukee Eltr. Co. at Eau Claire, but now with the Lytle-Stoppenbach Co., has been admitted to membership in the Milwaukee Chamber of Commerce.

Eau Claire, Wis.—The eltr. for the Northern Grain Co., for whom C. W. Cheney & Co. have charge, has been completed and is now in operation with increased capacity and better facilities than before the fire of July 11.

LaCrosse, Wis.—Mrs. Robert S. Hyde, daughter-in-law of S. Y. Hyde, the former well known grain merchant and eltr. owner, died suddenly Aug. 27 from heart failure, the effect of chloroform given for a minor operation on the tonsils.

Milwaukee, Wis.—Albert A. Zinn, secy. of the Milwaukee-Western Malting Co., has purchased for about \$30,000 the malt house and eltr. of the American Malting Co. which was recently partly destroyed by fire. The house will be removed and a \$15,000 warehouse will be built on the site.

Superior, Wis.—The Wisconsin Grain & Warehouse Commission will take an appeal from the decision of Judge Sanborn in the suit brot by the Globe Eltr. Co., with the expectation that the suit will come up for action in October before the U. S. court at Chicago. The Commission has three men inspecting the grain arriving over the Northern Pacific Road.

Greenleaf, Wis.—I have a half interest with Wm. Zimmerman in the eltr. recently purchased. We are making some improvements in the house and will install a first-class feed mill. We expect to handle grain for the W. W. Cargill Co., but will handle hay, flour and feed on our own account. I have the management of the business, which will be carried on under the name of Zimmerman & Rosman.—Jerome Rosman.

Milwaukee, Wis.—Transactions on the new call established on the Chamber of Commerce are in No. 1 northern wheat, No. 2 northern wheat, No. 1 rye, standard Wisconsin barley, standard barley, No. 3 barley, feed barley, standard oats, No. 3 white oats, No. 3 corn and No. 3 yellow corn, for 30 or 60 days shipment, and shorter and longer periods if called for. Calls are held twice daily, at 11:30 and 1:15, the latter making the closing price. Deliveries are made in car lots on track.

Control of the price of coffee by the government of Brazil under a law just enacted will eventually wind up in disaster. The government has issued over \$50,000,000 of bonds to obtain funds to carry out the plan of supporting the coffee market, which provides for the purchase by the government of coffee at a minimum of 32 and a maximum of 36 milreis for 60 kilograms of No. 7 New York standard coffee. It is expected that the increased production due to the government guarantee of price will overload the government and force a decline far below the natural market price.

The comptroller of the currency has recently made a ruling that is intended to facilitate large loans by national banks to elevator operators. The amount which a bank may loan to a single corporation or individual is limited; but instead of advancing money in excess of the limit to an elevator company for the purchase of grain, it is suggested that the elevator company be required to give its notes in payment for grain to the grain dealers from whom purchased, and that such notes be discounted for the dealers when indorsed by them and accompanied by warehouse receipts assigned to the bank. This would come within the exception relative to the discount of commercial paper.

## Grain Carriers

Longshoremen at New Orleans went on strike Sept. 1, for a change in rules.

The Canadian Pacific Ry. has placed an order for 3,000 cars at its Angus shops.

The Anamosa & Northern is to be graded this fall from Coggin to Waterloo, Ia.

In a new grain tariff issued Sept. 1 the Illinois Central announced the abrogation of elevator leases.

Trains will soon be running on the extension of the Great Northern between Aneta and Devils Lake, N. D.

The Clover Leaf has extended to Jan. 1 its thru rate of 5 cents on export grain shipments from St. Louis to Toledo.

Construction of the Michigan Central Ry. tunnel under the Detroit River will soon be under a contract let recently, for \$8,000,000.

Grain warehouses are being built on the upper Columbia and Snake Rivers by farmers for the shipment of their grain by water to Portland, Ore.

The New Orleans & Northern Midland Railroad has been incorporated at New Orleans to build to the Ohio River to connect with the Big Four.

Boats are in better demand for the shipment of grain by lake. Charters are being made at 1½¢ on wheat and 1½¢ on corn Chicago to Buffalo.

The New York Central and the Pennsylvania roads have announced that they will adhere to present rates on export grain from trans-Mississippi points.

Shippers will be disappointed to learn that the Interstate Commerce Commission has refused to give opinions on hypothetical cases relative to the new railroad rate law.

The Canadian Pacific Ry. is having built at Collingwood, Ont., two grain boats of 500 ft. in length, to run between Fort William, Owen Sound and Victoria Harbor.—C.

Complaint of discrimination in grain rates to Galveston will soon be made to the Interstate Commerce Commission by the Farmers, Merchants & Shippers Ass'n of Pratt County, Kan.

Track will be laid to Midland, S. D., 45 miles from Pierre on the extension of the Northwestern during September. The road is under construction to Rapid City, 165 miles from Pierre.

A blockade at Galveston, Texas, compelled the Santa Fe road to give notice Sept. 6 that for 10 days no more wheat would be received for that port. It is said 1,200 cars of wheat are on track.

Low water in the harbor is compelling boats to leave Montreal drawing several feet less than their usual draught. A considerable loss of business follows on account of the boats not taking out a full load.

Professor Henry C. Adams of the University of Michigan, who has been selected by the Interstate Commerce Commission to devise the new system of railroad accounting, has been in conference with the controllers of the various roads and with committees appointed to confer with him.

The suits by the Farmers Elevator Co., of Pine Island, Minn., and of the village of Goodhue, Minn., against the railroads for alleged discrimination in grain rates have been dismissed by the Interstate Commerce Commission.

The Grand Trunk has put in a proportional rate of 5¢ per 100 lbs. from Chicago to Battle Creek, Durand, Port Huron, Detroit, Grand Rapids, Muskegon, Saginaw, Mich., and Toledo, on wheat originating at Missouri River points and west.

Gulf lines have made a reduction of about 1 cent on thru grain to meet the reduction by the Wabash in rates to the seaboard. The Illinois Central rate on export grain is 10 cents from Chicago to New Orleans, and 9½ cents from St. Louis.

The steamer Frank H. Peavey, of the Peavey Steamship Co., recently ran aground on the north shore of Lake Superior about 50 miles from Duluth, but was pulled off before badly damaged, and will be repaired in a few weeks at a Superior dry dock.

The Santa Fe and the Burlington railroads have reissued proportional lake tariffs from Illinois points to Chicago on the basis of New York all-rail earnings up to Chicago point, where thru rates are published and when the grain is shipped east by water.

Circulars asking for an expression of opinion as to whether agitation for a universal classification of freight was the best means to secure a reduction in freight rates were sent out Sept. 5 to members by the Illinois Manufacturers Ass'n and The American Shippers Ass'n.

Grain traffic across Lake Michigan between Milwaukee and Ludington has been extremely light this season. The break bulk steamers have not been carrying grain; nor have the big car ferries been getting much grain. The Pere Marquette Elevator at Ludington is idle.

State ownership of railroads can wait until its necessity has been demonstrated. If the new rate law proves as effective in curbing corporate greed and preventing unfair discrimination as its advocates have hoped the question of government ownership will be indefinitely postponed.

Rebating is charged in 10 indictments against the Standard Oil Co. by the federal grand jury at Chicago. It is charged that the seven railroads implicated paid the oil trust in three years \$487,000. If convicted on all counts the fines on the company will aggregate many millions of dollars.

Traffic managers of eastern lines appeared before the Interstate Commerce Commission Aug. 28 to ask for an extension of the time in which tariffs must be filed; and that instead of posting tariffs publicly notices be posted indicating that the tariffs may be seen on application to station agent.

Now we can come pretty near the proposition that the government has a legal right to know just how much the railroads should earn and charge the people. The time will come when the railroads will not be allowed to earn money to pay dividends on stock that never existed.—Congressman Townsend.

The demurrage rules of the Virginia Corporation Commission, which have been sustained by the supreme court, are saving shippers \$35,000 to \$50,000 a year. The manager of the Virginia Car Service Ass'n has stated that the annual receipts from demurrage and other charges

amounted to \$70,000 or \$80,000, the saving being about 50 per cent.

The Chicago, Milwaukee & St. Paul Ry. has purchased right of way from Glenham, S. D., to Butte, Mont., a distance of 731 miles. Beginning near Everts on the Missouri River the route runs northwesterly across Boreman county and enters North Dakota at the southeast corner of Hettinger county.

M. & St. L. officials recently made a trip to locate elevator sites at the new towns on the road's Missouri River extension. Every town from Mellette to Scranton was visited by the party, which was composed of A. S. Going, Chas. Wutsey, traveling frt. agt., D. M. Dennison, commercial agt., and John Rickett, of Minneapolis.

We have always believed that the elevator allowance was an unnecessary expense and one that carriers should not be called upon to pay; but that, if allowed at all, it must be accorded to all, including country elevators. If this were done no grain dealer would gain by it, and the roads alone would suffer.—Vice. Pres. Biddle of the Rock Island.

The Boston & Maine R. R. has given notice that "Under rates effective Sept. 20, ex-lake grain in case railroad company is unable to furnish requisite equipment within the ten days free period, after forwarding orders are given, will be subject to storage and insurance charges at Buffalo, not exceeding a maximum of 1¢ per bu. until loaded."

The Spring Lake Packet Co. has been incorporated at Peoria, Ill., to operate grain barges on the Illinois River. The capital stock is \$10,000; and the incorporators are J. C. Aydelotte, Otto H. Unland and John Block. H. W. Hippen is one of the stockholders; and Ed. Schermerhorn, has been retained as captain of the steamer which is to tow the grain barges.

The New York roads have backed down from their arbitrary advance in the at and east of Buffalo rate on all grains, of ½ cent, which was to have gone into effect Oct. 8. Having failed to force the last advance the roads are expected to attempt saddling the storage and fire insurance charges at Buffalo on the shipper, on account of delay in furnishing cars.

The Pennsylvania Railroad Co. has recently sold a great part of its holdings in the Baltimore & Ohio and Norfolk & Western Railroads; and now is said to retain only 20 per cent of the stock. It is believed the breaking of the Pennsylvania monopoly will benefit the grain trade of Baltimore and Philadelphia. By the terms of the new interstate commerce act the control of freight rates over the Baltimore & Ohio Ry. will rest with the Interstate Commission; and the Pennsylvania, tho a large holder of stock, will have few benefits from its ownership, except as an investment.

James E. Eaton, a scoop shovel shipper of grain and hay at Grover Hill, Paulding Co., O., recently was awarded damages by the Interstate Commerce Commission for alleged discrimination by the C., H. & D. R. R. in favor of the proprietors of the grain elevator in the supply of cars for shipment. In a certain time the elevator received 154 cars, while the complainant received but 9. The elevator company estimated that it could have used 35 per cent more cars than were supplied, while the scoop shoveler claimed he could have used 100 cars, and that he was paying 1 cent per bu. more for oats.



8 cents per 100 lbs. more for corn, and 50 cents to \$1.25 more for hay than the elevator. Eaton's claim for \$1,000 damages was cut down by the Commission to \$200.

A reduction to 24 hours in the time allowed for inspection and reconsignment was made Sept. 1 by the Missouri Valley Car Service & Storage Bureau. The excuse is that it is desired to facilitate the movement of cars to minimize the expected car shortage. The jurisdiction of this bureau covers Missouri, west of but not including Kirksville, Moberly, Sedalia and Springfield; and junction and common points in Kansas, Indian and Oklahoma Territories.

The Illinois Manufacturers Ass'n and the American Shippers Ass'n on Aug. 28 presented suggestions to the Interstate Commerce Commission on the enforcement of the new law. The shippers favor continuance of the present practice of having tariffs in the custody of agents, with a placard announcing that they are open to public inspection. That only one amendment to a tariff shall be in effect at one time, and when a later amendment is necessary it shall include all live changes up to date. That we favor the adoption by all shippers of a freight receipt or B/L without any conditions as are now embodied in Bs/L in use generally.

The Boston & Albany Railroad gave notice Aug. 27 that the road will hold cars of grain, flour, grain products, hay and lumber at Rensselaer, N. Y., for change of destination under the following conditions: cars will be held not to exceed six days at a charge of 25c per car per day or part thereof. This period includes Sundays and legal holidays. If cars are not ordered forward at the expiration of six days a charge of \$1 per car a day, exclusive of Sundays and legal holidays, will be made for each day or part thereof until ordered forward. Time will be computed from the hour of arrival in Rensselaer until receipt of forwarding orders by the agent at that point.

Several complaints were filed by shippers with the Interstate Commerce Commission Aug. 30 under the new law. E. P. Peck, of Broken Arrow, I. T., alleged that the M., K. & T. R. R. imposes unjust and excessive rates on grain shipments to points in Texas. The Ponca City Milling Co., of Ponca City, Okla., alleged that the same road charges 5 cents more per hundred on grain shipments to certain specified points than is legal or just. The St. Louis Hay & Grain Co. complained that the L. & N., Mobile & Ohio, Illinois Central and Southern Roads exact 2 cents per 100 lbs. for the reconsignment of hay at East St. Louis intended for southeastern points and originating at Cairo, Ill., while they do not make an extra charge at other markets for reconsignment.

Japan's rice crop was officially estimated Sept. 5 at 54,000,000 koku or 270,000,000 bus., which is 11 per cent above the average.

A. Chcotah, I. T., man has advised all persons visiting his corn cribs after nightfall to close the door when leaving in order to prevent his stock from entering the crib and destroying the grain left.

The stock company underwriter who has paid a half million loss on one of the old style wood terminal elevators, often finds that the rebuilt plant is fireproof and contributes little or nothing to recouping his loss.

## Geo. S. Loftus for the Interstate Commerce Commission.

At the present time the Middle West is passing through an important period of its existence so far as the railroad situation, especially the rate situation, is concerned. It needs badly the attention of the Interstate Commerce Commission, and the Interstate Commerce Commission is equally in need of a man who under-



Geo. S. Loftus, St. Paul, Minn.

stands the rate situation in the Middle West. Such a man is George S. Loftus.

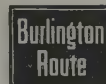
Mr. Loftus is not a politician. If the Commission was intended as a home for retired politicians, then certainly Mr. Loftus has no claim to go on the Commission. But if the Commission is intended to be a body of men combining virility, sanity and a capacity for hard work, the appointment of Mr. Loftus to serve on that Commission will be a logical one. He is young, active and honest. His enemies may say many things of him, but none of them can accuse him of being dishonest. The worst the railroads have ever done has been to offer him high-salaried positions in order to take him from the ranks of their opponents among the smaller grain dealers and shippers of the country. That would not only show his strength as a fighter, but his ability as a man of business.

Mr. Loftus is a Minnesota man. He was born, raised and has spent his life in Minnesota. For the Minnesota shippers he has made one fight after the other against the railroads for fair rates and against unjust discrimination. In these fights he has been in all cases a winner and thru his efforts the shippers of Minnesota have been able to compete with the shippers of the United States and have made money for themselves and greatness for the State.

Italy's wheat crop in 1905 is reported by Consul-General H. de Castro at 4,490,673 tons, against 4,707,790 tons in 1904. The acreage sown in 1905 was 13,134,116 acres, in 1904 13,335,079. The yield of corn was 2,465,739 tons on 4,638,650 acres, against 2,378,579 in 1904 on a few less acres than were sown in 1905. The rice crop amounted to 42,938 tons in 1905, against 49,122 tons in 1904.

## The Burlington Route

calls attention to manufacturers seeking a new location to its Industrial Department. This department is established for the benefit of manufacturers. Information on the three Rs of manufacturing—Power, Raw Material, Market—can be had by writing



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Smothering, You Would Fight

**The Knickerbocker Co.**

JACKSON, MICHIGAN

## Supply Trade

All who advertise do not get rich, but precious few merchants get rich without it.

The Ideal Car Loader Co., of Allen-ville, Ill., writes that it is having a good business.

Sow your advertising seed in ruts and you will not be bothered to harvest a crop of enquiries.

D. R. Sparks, pres. of the Millers Mutual Fire Insurance Co., of Alton, Ill., reports the insurance business is fine.

Chas. A. Torrence and H. L. Smith have formed the Wonder Mfg. Co. at St. Cloud, Minn., and are building a newly patented farm fanning mill.

The Mattoon Grain Conveyor Co., which was recently incorporated at Mattoon, Ill., has bot a shop of J. L. Senteney, who has taken stock in the concern.

The N. P. Bowsher Co., of South Bend, Ind., reports car load shipments to agents and jobbers beginning three weeks earlier than usual, and looks for a busy season.

A. J. Tyler, elevator builder of Peoria, Ill., was seriously injured several weeks ago by being kicked in the face by the family horse. He is just barely able to be around again.

The American Grain Meter Co., of Springfield, O., is having such great success with its large weigher, that it could not bring out the sacking weigher this season as expected.

Fairbanks, Morse & Co. have practically abandoned their plans to erect a building at Chicago, in favor of leasing a building to be built expressly for their use on a site 80x165 ft.

The many heavy rains since small grain was cut has resulted in much weather-stained grain and also an unusual demand for purifying equipments, in fact Caldwell & Barr report an unusual heavy run of orders.

The Maroa Mfg. Co., Maroa, Ill., reports sales of Boss Car Loaders to the following: J. M. Elwell, Springfield, Neb.; J. V. Friend, Blanchard, O.; B. I. Holser & Co., Walkerton, Ind.; W. F. Cook, La Crosse, Ind.; Barnard Bros., Ridgeway, O.

Henry Stanley, for many years a well known mill builder, and in recent years a manufacturer's agent, died Aug. 20 at St. Luke's Hospital, St. Louis, Mo., aged 74 years. For many years Mr. Stanley was at the head of the Todds & Stanley Mill Furnishing Co.

The following have recently purchased Daisy Car Loaders from Welge & Lilly, of Maroa, Ill.: The Kerrick Grain Co., Kerrick, Ill.; Kenton Gas Engine Co., Kenton, O.; Williams Bros., Kent, O.; E. A. Roach, New Berlin, Ill.; Aurora Milling Co., Aurora, Neb.; Rowe Farmers Elevator Co., Rowe, Ill.

Publicity is an investment. When manifested by a sign over the office door, or announced on a letterhead, or proclaimed by word of mouth, it is considered absolutely necessary by every business man. If people did not know what the different business men in a community sold, there would be few purchases made.

Judge Amidon of the United States circuit court on Aug. 29 gave a decision in favor of the Twin City Separator Co. against the J. L. Owens Co., both of Minneapolis, Minn., for infringement of patent on a separator for oats and wheat. An accounting will be made before a master in chancery of profits, said to exceed \$12,000.

Fred Friedline, the well known elevator builder of Chicago, was married Sept. 5 to Miss Anna B. Campbell at the Church of the Annunciation, Chicago. After the ceremony the happy couple left for a tour thru the east, and after visiting Washington and Newport News, will stop at Memphis, Tenn., until about Nov. 1. Miss Campbell formerly resided at Memphis and Mr. Friedline has many friends at that city, who will give both their hearty congratulations.

The Olds Gas Power Co. will build engines for alcohol in sizes above 25 h. p. In the smaller sizes a great number of parts making up the present gasoline engine will be used, altho the most vital parts will be changed so as to render the engines as economical as possible in their respective sizes. The company states that the main point of difference in alcohol engines from a gas or gasoline engine is in the higher compression used and the difference in construction of the fuel mixer; also, in engines specially designed for alcohol, in the shape of the combustion chamber and the absence of bends and sudden variations in area of section of passages through which the mixture of alcohol vapor and air is admitted to the engine, and in the absence of projections of any kind in the combustion chamber.

The Foos Gas Engine Co., of Springfield, O., says: So far we have done very little experimenting with alcohol as a power fuel, but expect to be running a series of tests in this connection within the next six weeks. What experiments we have made in the past convince us that a gasoline engine would not have to be sent to the factory to be equipped to operate on alcohol, nor would it even have to be taken from its foundation. Some form of generator is all that is required, this being designed so as to permit the exhaust to pass through a chamber in close proximity to the place from which the supply of air was taken. This would permit of an increase of temperature to the incoming air which would sufficiently assist vaporization. An alcohol would differ from a gasoline engine only in that the former would comprise the latter plus the generator.

A court of patents is provided for in a bill prepared by R. S. Taylor and indorsed by the American Bar Ass'n at its recent convention. The bill provides for 5 judges, the presiding judge to be appointed by the president, and the other 4 by the chief justice of the U. S. Supreme Court. The court will have jurisdiction to hear and determine appeals and writs of error from final judgments and decrees in the circuit courts of the United States relating to patents for inventions and to copyrights, and from final judgments and decrees in cases arising under the laws of the United States relating to patents and to copyrights rendered by any other court of competent jurisdiction, except that it shall have no jurisdiction in cases originating in the court of claims. Decisions of the court of patent appeals in all cases within its appellate jurisdiction shall be final. The purpose is to create a tribunal with special qualifications to determine the many technical

questions that arise in patent litigation.

The Hess Warming & Ventilating Co. reports a large number of inquiries for the new "Ideal" Hess Grain Drier, just put upon the market by it, and the prospect of many sales as soon as the season for drying grain shall arrive. Among recent sales of Hess Driers is a large equipment for the Illinois Central Elevator at Cairo, Ill., operated by Bartlett, Frazier & Carrington. This is the fourth Hess Drier purchased by the Illinois Central, and the second installation for Bartlett-Frazier. An Ideal Drier, the new design, has just been shipped to the Chickasha plant of the El Reno Mill & Elevator Co., El Reno, Okla. The drier for the new plant of the Nashville Terminal Elevator Co. has just been shipped and will be installed during the next two weeks. The drier for the Sunset Elevator, Galveston, operated by the J. Rosenbaum Grain Co., has been completed, and will be put into use on the new crop.

C. Ramirez, the largest customs broker in Sonora, Mexico, is charged by the officials with having made false entries on 74 carloads of wheat. Senator Ramirez and three of his clerks are in jail at Nogales.

In a report on the Odessa trade the British consul says: Until a few years ago Odessa grain was exported only by merchants of large capital, and the trade was conducted at their own risk. But the business is now shared by a new class of smaller men who understand grain, but have no capital except what is advanced them by a banker, who acts as their patron, but takes no responsibility. They introduce themselves to foreign importers and give the said bankers as references. So long as the prices of grain remain normal, so that the exporter suffers no loss, all is well; he loads his merchandise, receiving his advance against the bill of lading. If, however, the local prices of grain should be higher than those for which he has contracted with the foreign importer, then the exporter, since he has no capital of his own, and the banker takes no share in the risk, saves himself by shipping not the full quantity for which he has contracted, but one with a considerable shortage, the value of which shortage is about equal to his deficit. As the local banker takes no risks and as the exporter is merely an homme de paille, the importer is bound to be the loser in these transactions.

## Books Received

WINTER WHEAT is the title of Bulletin No. 114 of Purdue University, containing results of variety tests and notes on wheat culture. In this bulletin Professors A. T. Wiancko and M. L. Fisher summarize the results of tests of varieties of winter wheat conducted by the station since 1900, and state that "the results so far secured do not warrant us in pointing out any one variety as the best for all conditions. Among the varieties which seem most promising are Rudy, Mealy, Tennessee Fultz (white), Winter King and Farmers Friend." The professors state that the great majority of Indiana farmers do not give the wheat crop the attention it deserves, and that failures, or poor crops, can usually be traced directly to careless treatment. Twenty pages; published by the Purdue University Agricultural Experiment Station, Lafayette, Ind.



# WHO USES THE HESS DRIER?

HERE ARE A FEW, comprising the larger export and terminal elevators:

CHICAGO . . . .	Armour Grain Co., Minnesota Elevator.
" . . . .	Armour Grain Co., Iowa Elevator.
" . . . .	Santa Fe R. R. Co., (2 driers) Terminal.
" . . . .	Bartlett, Frazier, Carrington Co., Calumet Elevators.
" . . . .	South Chicago Elevator Co., Terminal.
" . . . .	Edward R. Bacon, Wabash Elevator.
" . . . .	Frank Marshall, Hayford Elevator.
CAIRO, ILLS. . . .	Bartlett, Frazier, Carrington Co., I. C. R. R. Elevator.
DULUTH . . . .	Consolidated Elevator Co., (2 driers.)
PORT ARTHUR . . . .	Canadian Northern Ry. Co., Terminal.
MANITOWOC, WIS. . . .	Northern Grain Co., (2 driers.)
GREEN BAY, WIS. . . .	W. W. Cargill Co., Terminal.
KANSAS CITY . . . .	Santa Fe R. R. Co., Terminal.
" . . . .	J. I. Glover, Frisco R. R., Terminal.
" . . . .	Brodnax & McLiney, Frisco R. R., Terminal.
" . . . .	Peavey & Co., U. P. R. R., Terminal.
" . . . .	C. M. & St. P. R. R. Co., Terminal.
" . . . .	Missouri Pacific R. R. Co., Terminal.
" . . . .	C. B. & Q. R. R. Co., Terminal.
OMAHA . . . .	Updike Grain Co., Mo. Valley Elevator.
" . . . .	Peavey & Co., Omaha Elevator.
NEBRASKA CITY . . . .	Duff Grain Co., C. B. & Q. Elevator.
HUTCHINSON . . . .	Kansas Grain Co., Terminal Elevator.
GALVESTON . . . .	Santa Fe R. R. Co., Terminal Elevator B.
" . . . .	J. Rosenbaum Grain Co., So. Pac. Terminal.
NEW ORLEANS . . . .	I. C. R. R. Co., Export Elevator D.
" . . . .	I. C. R. R. Co., Export Elevator E.
" . . . .	Texas Pacific R. R., Export Elevator, Westwego.
MOBILE, ALA. . . .	M. & O. R. R., Export Elevator.
NEWPORT NEWS . . . .	C. & O. R. R. Co., Export Elevator.
BALTIMORE . . . .	B. & O. R. R. Co., Export Elevator, Locust Point.
" . . . .	Penn. R. R. Co., (N. C. R. R.) Export Elevator, Canton.
BOSTON . . . .	Boston & Maine R. R. Co., Export Elevator.
CLEVELAND . . . .	Cleveland Grain Co., Terminal.
" . . . .	Union Elevator Co., Terminal.
TERRE HAUTE . . . .	Bartlett, Kuhn & Co., Terminal.
EVANSVILLE . . . .	Bartlett, Kuhn & Co., Terminal.
NASHVILLE . . . .	Nashville W. H. & Elv. Co., Terminal.
" . . . .	Nashville Terminal Co., Terminal.
WASHINGTON . . . .	U. S. Dept. of Agriculture, Seed Laboratory.

A host of smaller Hess driers are used throughout the United States and Canada, at smaller elevators, mills, oatmeal plants, etc. FREE BOOKLET. Send for one.

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The "Ideal" Hess drier is a new design, especially for country elevators, mills, seedsmen, etc. It is offered at a low price, requires no building to house it, and can be quickly and cheaply installed. It is the *only* drier which meets the demand for a low priced drier, with a capacity of a carload or two daily. *BLUE PRINTS READY.*

**HESS WARMING & VENTILATING CO.** 907 TACOMA BLDG.,  
CHICAGO

## Supreme Court Decisions

**Employer's Liability.**—It appearing that the death of workman might have been avoided by incasing a vertical shaft the master is held liable.—*Foreman v. Eagle Rice Mill Co.* Supreme Court of Louisiana. 41 South. 555.

**B/L Attached to Draft.**—Where goods are shipped with draft attached to the bill of lading, a presumption arises that the intention was that title should be retained in the sellers after delivery to the carrier.—*Cragun Bros. v. Todd & Kraft.* Supreme Court of Iowa. 108 N. W. 450.

**Carriers' Lien.**—It is only for charges connected with the transportation of property and essential to its conveyance from the point of shipment to destination that the carrier may assert a lien.—*Berry Coal & Coke Co. v. Chicago, P. & St. L. Ry. Co.* St. Louis, Court of Appeals, Missouri. 92 S. W. 714.

**Threshers' Lien.**—Chapter 83 of the Revised Civil Code of 1899 gives to threshers of grain an enforceable lien thereon upon filing a statement therefor within 30 days from the threshing and such lien exists from the commencement of the threshing.—*Mitchell v. Monarch Elevator Co.* Supreme Court of North Dakota. 107 N. W. 1085.

**Landlord's Lien.**—Where the relation of landlord and cropper exists, the title to and right to control and possess the crop remains in the landlord until he has received his part thereof and has been fully paid for all advances made to the cropper to aid in making the crop.—*Goodson v. Watson.* Supreme Court of Georgia. 654 S. E. 84.

**State License of Insurance Co.**—In an action by the receiver of a mutual insurance company to recover an assessment on the policy, the defense that the contract is unenforceable because the company had failed to procure any permit to do business in this state is available under the general denial.—*Swing v. Cameron.* Supreme Court of Michigan. 108 N. W. 506.

**Failure to Furnish Cars—Damages.**—Where the capacity of a carrier is not overtaken, a shipper demanding cars need not, in order to recover for failure to furnish cars, give notice to the carrier of the danger of the goods becoming injured unless shipped without delay.—*Hoffman Heading & Stave Co. v. St. Louis, I. M. & S. Ry. Co.* St. Louis Court of Appeals, Missouri. 94 S. W. 597.

**The phrase "f. o. b. cars,"** when used in a contract between a buyer and seller of commercial commodities, where the use of a common carrier is necessary, means that the seller will secure the cars, load them, and do whatever may be required to accomplish the shipment and consignment of the goods to the buyer, free of expense to him.—*Hurst v. Altamont Mfg. Co.* Supreme Court of Kansas. 85 Pac. 551.

**Crop Lien.**—The privilege for advances conferred by Civ. Code, art. 3217, is not confined to the growing crop, but bears upon the products after they are severed from the soil, and follows them into the hand of a purchaser, who, buying directly from the planter, is presumed to know that such privilege may or actually does exist.—*Nat'l Bank of Commerce v. Sullivan.* Supreme Court of Louisiana. 41 South. 480.

**Priority of Garnishment and Crop Mortgage.**—As between a garnishing creditor of the owner of a crop who served his garnishment on the holder of the surplus arising from the proceeds of a sale of the crop, and the mortgagee of the crop after the mortgage lien on the crop had been lost by removal of the crop from the premises on which it was grown, the mortgagee was

not entitled to priority.—*Gates v. Quong.* Court of Appeal. Third District of California. 85 Pac. 662.

**Acceptance of Offer.**—Where one dealer solicits another to make an offer to buy certain produce, the latter wires such an offer, giving terms in full, and the former sends an answer in the form of a statement that he will sell the produce mentioned, repeating the very terms of the offer, a contract of purchase and sale is thereby effected. In such a case, where a time of delivery is mentioned in the request for an offer, a shorter time is named in the offer, and the final telegram is silent on the subject, circumstances may justify treating such silence as an acquiescence by the seller in the time proposed by the buyer.—*Bennett v. Cummings.* Supreme Court of Kansas. 85 Pac. 755.

**Measure of Damages for Telegraph Error.**—Where a telegraph company made a mistake in transmitting a telegram giving the price of apples, so that the sender lost the sale of five car loads, the measure of damages is the difference between the price the sender would have received and the price he could then have procured in addition to the cost of the sending of the telegram, and not the amount of loss in decay of the apples and the expenses of culling them and repacking them for market added to the difference between the price offered and price secured, 30 to 60 days from the date of his message.—*Thorp v. Western Union Tel. Co.* Kansas City Court of Appeals, Missouri. 94 S. W. 554.

**Uniform B/L.**—Where a railroad, in compliance with the Interstate Commerce act (Act Cong. Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]), filed with the Interstate Commerce Commission a printed schedule of tariffs showing rates of freight then in force, but in a contract of shipment no rate was fixed verbally or in writing, and no allusion made to a reduced rate, the B/L, being silent as to the rate, no presumption obtained that the shipper knew a reduced rate was charged because the printed receipt contained a clause limiting the road's liability, so as to exonerate it from liability for loss of the freight through negligence.—*Phoenix Powder Mfg. Co. v. Wabash R. Co.* Supreme Court of Missouri. 94 S. W. 235.

**Failure to Give Shipping Directions.**—Where a contract for the sale of goods required the buyers to give shipping directions, and they failed to do so under circumstances showing that they deliberately chose, for purposes of their own, to refuse repeated requests for instructions and remain silent, there was no breach of the contract by the sellers in permitting the last day for shipment to pass without having shipped the goods, especially where the sellers had granted as a favor, much to their own inconvenience, the request of the buyers to hold the goods for several months, and the sellers were shown to have acted throughout the transaction in perfect good faith.—*D. E. Foote & Co. v. Heisig & Norvell.* Court of Civil Appeals of Texas. 94 S. W. 362.

**Statutory Arbitration.**—Where parties to a suit resort to the statutory mode of arbitration, as distinguished from the common-law modes, it is essential that the requirements of the statute shall be substantially complied with; and where the parties attempt such an arbitration, and the record fails to show that the arbitration was made a rule of court, by the parties filing in the court the statement required by section 1222, Rev. St. 1892, and fails to show the recording of the same, and fails to show that the award was filed and recorded in the court, as required by section 1225, Rev. St. 1892, and fails to show that the award has been entered of record and has the force and effect of a judgment, as provided by section 1229, Rev. St. 1892, there is no award upon which a motion can be based to set it aside, as provided in section 1227, Rev. St. 1892, or upon which a final judgment can be entered.—*Ready v. Tampa Electric Co.* Supreme Court of Florida, Division B. 41 South. 535.

## Seller's Duty to Get Cars.

Judge Graves of the Supreme Court of Kansas reviews late decisions of the courts on the question whether buyer or seller should procure cars in which to ship the commodity sold, in the recent case of *Hurst v. Altamont Mfg. Co.*, stating that ordinarily it is the duty of the seller to procure cars. Judge Graves said:

It is conceded that the letters "f. o. b." are for brevity used instead of the words "free on board." This language has been used in the transaction of commercial business many years, and has by general custom and usage among buyers, sellers and shippers acquired a definite and specific meaning, which is well understood, of common knowledge, and of which courts will take judicial notice. The significance of this language, when standing alone, is so well established that it has been generally held that proof in support of such signification is unnecessary and improper.

The following cases hold that under the prima facie meaning of the phrase "f. o. b." it is the duty of the buyer to furnish the cars; *Kunkle v. Mitchell*, 56 Pa. 100; *Wetherell v. Coope*, 3 Campbell 272; *Dwight v. Eckert*, 117 Pa. 490; *Chicago Lumber Co. v. Comstock*, 71 Fed. 477; *Davis v. Cement Co.*, 134 Fed. 278. In the case of *Boyington v. Sweeney*, 77 Wis. 55, it was held that the duty of furnishing the cars rested upon the buyer. This decision was practically overruled in the subsequent case of *Vogt v. Shienebeck*, 100 N. W. 820, decided by the same court in September, 1904. Each case had peculiar and exceptional conditions. We do not therefore regard these cases as in point on the question.

The decisions are practically unanimous in holding that these words bind the seller to place the goods on board the cars free of expense to the buyer, also that the carrier is the bailee of the consignee, and that delivery to the carrier amounts to delivery to the buyer. We are asked to extend this meaning a step further. It is apparent that the goods cannot be loaded until cars are in place to receive them. The duty to select the carrier and cause it to furnish the cars rests somewhere. The plaintiff in error insists that this duty belongs to the seller. At this point the authorities part company and seem to be somewhat conflicting. A careful examination of the cases, however, show this conflict to be more apparent than real.

A few decisions, fairly recent in date, have held that this duty devolves upon the buyer. These cases, however, are limited to the particular facts presented, and in nearly every instance such facts furnish a reason for the meaning given to the contract under consideration. The most important of these cases are: *Consolidated Coal Co. v. Schneider*, 163 Ill. 393, *Hocking v. Hamilton*, 158 Pa. 107; *Baltimore & L. Ry. Co. v. Steele Rail Supply Co.*, 123 Fed. 658; *Evanston Elevator Coal Co. v. Castner (C. C.)* 133 Fed. 400; *Neimeyer Lumber Co. v. Burlington & M. R. R.*, 54 Neb. 326. In the case of *Coal Co. v. Schneider*, supra, the coal company leased its mine to the defendant, whereby the lessee was to furnish coal to the lessor, to be delivered at the mine, which was some distance from the railroad station. The lessor furnished cars for a time and stated that he would continue to do so. Under these facts it was held to be the duty of the lessor to furnish the cars. In the case of *Hocking v. Hamilton*, supra, the commodity sold was coal to be delivered at the tippie, and the buyer agreed to receive it there.



When such phrase or formula is used in a business contract between a buyer and seller of ordinary commercial commodities, where the use of a common carrier is necessary, the parties intend thereby that the seller will at his own expense do all that may be necessary to accomplish the loading and consignment of the goods to the buyer, including the placing of cars upon which to load the commodities sold; and, when nothing appears to modify or limit this meaning, courts should enforce the contract so as to effectuate this intent. This rule is reasonable, it harmonizes with existing business conditions, and is the universal practice among business people.

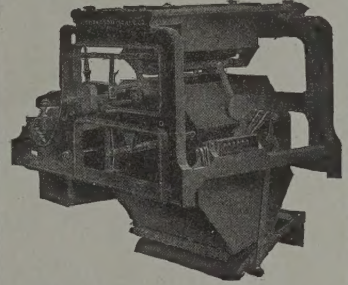
It is conceded that by this phrase the

seller is bound to deliver the goods to the buyer by placing them on board the cars. How can he do this unless he secures the cars? Why say that this duty belongs to the buyer? The language of the contract is silent upon this question. By the letter of the agreement it may be said that neither party has agreed to perform this duty, but it may not be said that there was no understanding upon this subject. Without such an understanding, the contract would be incomplete and not enforceable. What the parties intended upon this subject can only be ascertained by interpretation, and to do this the situation of the parties when the contract was made, the subject matter thereof, and all the attendant circumstances and conditions must be considered.—85 Pac. 551.

## You Can Tell Your Own Fortune if you have **Richardson Automatic Scales**

for they bring PROSPERITY  
with them

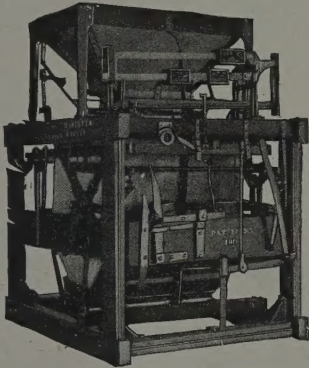
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It WORKS better than  
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to weigh absolutely correct. It  
will weigh a full, or part of a draft.  
It is the most durable scale that is  
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guaranteed for five years.

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Sold on Approval  
Write for Particulars**

**McLeod Automatic Scale Co.**

PERU, ILL.

## Is the AMERICAN GRAIN METER Accurate?

### AFFIDAVIT

State of Ohio, } ss  
Champaign Co., }  
We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowls, at Bowlsville, Ohio.  
The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.  
The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation . . . . .	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

*T. G. Powers*  
*Notary Public for Champaign Co., Ohio*  
*L. L. Bowls*  
Signed and sworn to before me this 16<sup>th</sup> day of June, 1906  
*M. M. Rock* Justice of the Peace  
In and for Champaign Co., Ohio

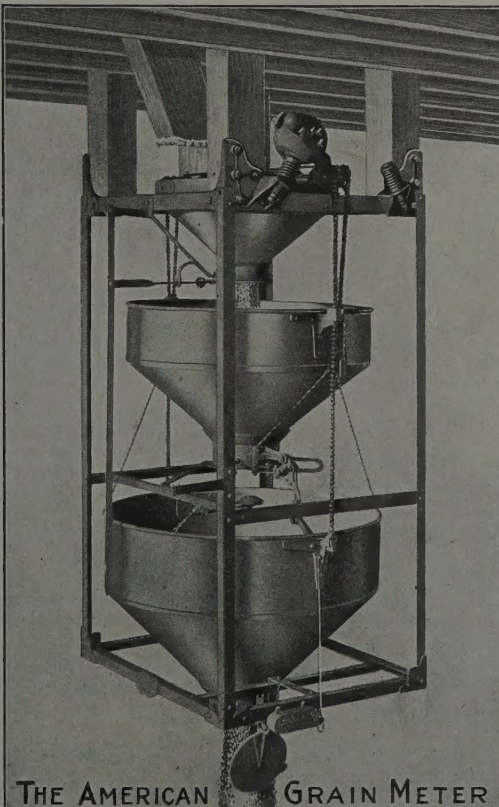
**AMERICAN GRAIN METER** { ACCURATE  
RELIABLE  
PRACTICAL

—Automatic Grain Weigher for the Country Elevators—

For further information address

**AMERICAN GRAIN METER CO., Springfield, Ohio**

Great Western Mfg. Co., Kansas City  
Allen P. Ely & Co., . . . Omaha  
Brown & Varney, . . . Cincinnati  
J. R. Detweiler, . . . Chicago  
Robert Craig, . . . Minneapolis  
Wm. Robinson, . . . Des Moines  
The Howe Scale Co. of Illinois, Cleveland, Ohio



THE AMERICAN GRAIN METER



## Buyer Cannot Cancel Contract Before Time for Shipment Expires.

Robb-Bort Gr. Co., Wichita, Kans.

G. A. Jones, Everest, Kans.

The contract from which this controversy arises, was made November 7th, 1905, for 1,000 bushels of corn, to be shipped within 10 days.

Evidence shows that on November 17th the seller loaded car 14254 So. to fill this contract, but at 11:12 A. M. received a telegram from the buyer saying "cancel contract" and immediately thereafter resold the corn to others at  $2\frac{1}{2}$ ¢ per bu. less than the price first contract.

The buyer made claim for a prospective profit of 1 cent per bu., and the seller a counter claim for a loss of  $2\frac{1}{2}$ ¢ cents per bu. account of cancellation.

There can be no question regarding seller's right to 10 full days in which to make this shipment, nor that the 10 full days would give him until the expiration of the 17th of that month.

Supreme Court decisions for forty years past are unanimous upon this point as witnessed by the following; found in American Decisions vol. 46, page 412 to 416: "In computing time from the date, or day of the date, or from a certain act or event, the day of the date, act or event is to be *excluded* unless a different intention is manifested by the instrument. Accordingly, for the term of one year from November 1st, 1872, it was held that the term commenced on the second day of November, 1872." Another authority says: "No moment of time can be said to be *after* a given date, until that given date has expired."

The buyer further alleges that to protect his rights he was compelled to send this cancellation message, and that it was the seller's duty to notify the buyer that the grain was loaded and ready to ship.

There can be no doubt that as a matter of business courtesy, the seller should, on receipt of such message, have wired the buyer that the car was ready, and ask him to accept it on contract; but upon thorow research we find that this was not compulsory, and that the seller did not forfeit any of his legal rights because of his failure to extend this courtesy, and must again refer to Supreme Court decisions which date as far back as 1805, which are directly contrary to this idea.

We quote from these as follows: "In order to put the party who is to do or perform the service in default, it is necessary to make a demand. *McMurray vs. State 6th Ala.*, page 326; "or again." Where one party to a contract declares to the other that he will not make performance, the other party is excused from performance on his part or from *offer to perform*, and maintain his action for breach of contract when the day was passed. *Shaw vs. R. L. I. Co.*, 69 New York, page 286, and *Goodwin vs. M. M. L. I. Co.*, 73d New York, page 480;" or again "Where one party refuses to perform an idle ceremony. *Gratten vs. M. L. I. Co.*, 36th Reports;" or lastly, "Performances of the condition of a bond (contract) becoming impossible by act of God, or of the law, or of the *obligee*, is excused. *People vs. Manning*, 18th Decisions, page 451.

Hence, if the buyer had wired the seller to ship the corn within the limit or cancel, he would have been clearly within his rights; but an unrestricted cancellation before the time had expired, was premature. Therefore, in accordance with

the law and the evidence we award the defendant in this case the two and one-half cents per bu. loss, amounting to twenty-five dollars (\$25.00) and assess the costs which amount to five dollars (\$5.00) to said plaintiff.

Witness our hands this 13th day of June, 1906.

A. H. Bennett.

L. Noel.

Perry N. Allin.

Arbitration Comite Kansas Grain Dealers' Ass'n.

## Patents Granted

Gas Engine. No. 829,279. Bernard B. Mears, Baltimore, Md.

Turner for Green Malt. No. 829,307. Gregor Weinbeer, Nuremberg, Germany.

Cooling Device for Explosion Motors. No. 829,599. Fred Patee, Indianapolis, Ind.

Apparatus for Producing Power Gas. No. 829,919. Ludwig Hertzog, Berlin-Sudende, assignor to Adolph Saurer, Arbon, Switzerland.

Armored Conveyor Belt. No. 829,867. (See cut). Leonhard J. Hohl, Oroville, and Robert Schorr, San Francisco, Cal. Flexible metallic protecting material is secured to the surface of the flexible conveyor belt.

Conveyor Belt. No. 829,579. (see cut). Ernest B. Folsom, San Francisco, Cal. assignor of  $\frac{1}{2}$  to Warren E. Murray, San Francisco. The conveyor belt has wires driven thru it from the under side, the projecting ends of the wires being bent back on the belt in the direction opposite to the travel of the belt, the bent ends constituting a substantially continuous protective armor.

Conveyor and Elevator. No. 829,648. (see cut). Adam Heim, Brownsville, Ind. A horizontal frame has rectangular drums journaled between the ends of superposed tracks, the drums being always in different positions amounting to  $\frac{1}{4}$  of a rotation. Extending around the drums is an endless trough consisting of a series of hinged sections, each section having a transverse partition.

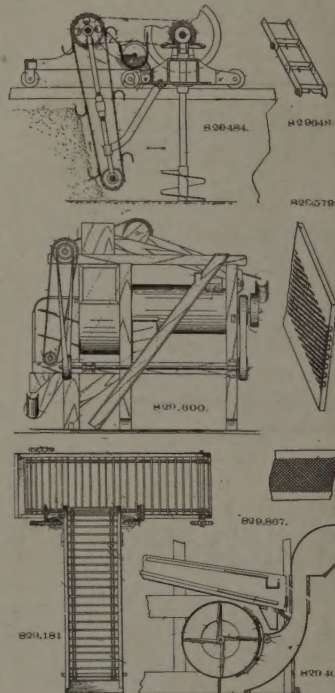
Grain Cleaner. No. 829,404. (see cut). Orville F. Kime, Galion, O. assignor to Frank J. Prame, Shiloh, O. A cylindrical fan casing has an air inlet and a discharge aperture in its side, a closure bent on the same arc as that of the fan casing, strips located at the upper and lower edges of the closure, segment racks attached to the closure, and an operating shaft supported for rotation and having pinions meshing with the racks.

Corn Sheller Feeder No. 829,181 (see cut). John Tanner, Nebraska City, Neb. This extension feeder comprises casings, each of which is provided with a conveyor, the conveyor of one casing being connected to the sheller operatively by shaft and sprocket, the other casing being provided with a shaft connected to its conveyor, and with a stub shaft carrying a gear wheel. The two casings are adapted to be placed end for end or with the end of one at the side of the other.

Malt Stirrer. No. 829,484. (see cut). Theodore Naus, Manitowoc, Wis., as-

signor to Rudolph Goetzler and Theodore Loef, Sr., Manitowoc. The traveling grain elevator attachment for stirring machines comprises a frame, upper and lower shafts therein, sprockets on the shafts, vertically disposed chain belts carried by the sprockets, carriers secured to the chain belts, a trough secured to the frame at the delivery side of the chain belts, a conveyor mounted in the trough and means for driving the chain belts and conveyor.

Grain Beater and Cleaner. No. 829,600. (see cut). Arthur A. Peters, Denver, Colo., administrator of Roland R. Gaskill, deceased. The beater arms are mounted on a rotary shaft passing thru



the beater cylinder and move the material from one end of the casing to the other. The material to be treated is delivered by a vibratory riddle to one end of the casing, the other end having an inclined outlet passage. An upright passage is connected with one extremity of the beater casing, is provided with an opening near its upper extremity and an expansion chamber, one wall of the upright passage being higher than the opposite wall and provided with a top overhanging the outer wall and projecting into the expansion chamber. The heavier grain finds its outlet in the bottom of the upright passage, the outlet for the lighter grain is in the expansion chamber and the outlet for the chaff in the suction chamber.

The elevation allowance by the Union Pacific Railroad at Kansas City is the basis of a claim by John Davidson of Parsons, Kan., for a similar allowance from the railroad company on a shipment thru the elevator at Parsons, Kan., to the same destination, Galveston, Tex. Mr. Davidson has sent all his expense bills to the Interstate Commerce Commission, and feels that he is entitled to the allowance, since the road was saved the haul of the grain from Parsons to Kansas City and back.



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OF INDIANAPOLIS, IND.

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Purely Mutual

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that reduce the fire danger are recognized in the rate and cost by the



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Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

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